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Gives a natural colour to pale cheeks

Both in glass pots

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FAR EAST IN PARLIAMENT.

HOUSE OF COMMONS.

CHINESE RAILWAYS.

June 9th.

Mr. Locker-Lampson, answering Mr. Foot Mitchell (Saffron Walden, U.), said: The outstanding amount of the Chinese railway loans issued on the British market is about £12,000,000. A proportion of this is no doubt in foreign hands, while there are known to be large British holdings in Chinese Railway loans of non-British issue. There is, however, no means of ascertaining the extent of these holdings, so that the total of the British investments cannot be given, but it is almost certainly much in excess of the sum quoted above. I regret that I cannot, in the short time available, and with due regard for accuracy, provide a complete list of the railway loans which have continued to be paid up to date, but I will send the hon. member a statement at an early date. His Majesty's Government and His Majesty's Legation at Peking have been approached from time to time by the British interests concerned in regard to the widespread interruption of railway communication and consequent depreciation of the security for the loans, and representations have been made to the Chinese Government; but so long as civil wars continue, it is difficult to see how the position can be remedied. His Majesty's Minister, who is in close touch with the situation; keeps His Majesty's Government informed of new developments as they occur; and I do not think there is any need to call for a comprehensive report.

Mr. Foot Mitchell would endeavour to take steps to preserve the interests of British bondholders and British investors in Chinese securities. (Labour cries of "Oh.")

Mr. Looker (Essex, S.E., U.) asked whether it was not a fact that the security for the loans in the shape of rolling stock and permanent ways, was fast disappearing?

Mr. Locker-Lampson: It is perfectly true that the security is the railways themselves, and during the continuance of the civil war it is extremely difficult to deal with the situation, but the point raised will be borne in mind.

CHINESE SALT REVENUE.

Mr. Rhys (Rumford, U.) asked the Foreign Secretary whether he had any information as to the seizure of the Salt Gabelle at Tientsin; whether those revenues were being administered according to the international agreements of 1913, and, if not, what steps he proposed to take to ensure the collection of the tax.

Mr. Locker-Lampson: Fuller reports which have now been received from His Majesty's Minister are to the effect that the military authorities at Tientsin are compelling the salt merchants to pay duties direct to them instead of to the Salt Administration. Though no official confirmation has yet been received it is feared that the reports this morning to the effect that the legally constituted administration at Tientsin has actually been displaced by military officers may be true. The action of these officers is a flagrant breach of the loan agreement. Protests and representations have so far been unavailing, largely owing to the fact that no Central Government has as yet been reconstituted in Peking. His Majesty's Government are considering what further steps can be taken to ensure respect for international agreements. The fact that there is a reserve in the group-banks which may be drawn upon for the service of the loans involved fortunately gives us time to concert the most appropriate measures to be adopted to meet the crisis, and instructions are being sent to His Majesty's Minister at Peking with a view to the protection of the legitimate interests of British subjects.

THE HONGKONG BOYCOTT.

June 10th.
Mr. Looker (Essex, S.E., U.) asked the Secretary of State for Foreign Affairs whether he was in a position to make a statement as to any development of the negotiations for ending the Canton boycott of Hongkong.

Mr. Locker-Lampson, Under-Secretary for Foreign Affairs (Wood Green), who replied, said:—The Canton Government on June 8th addressed a letter to the Governor of Hongkong, through His Majesty's Consul-General at Canton, inviting the appointment of three plenipotentiary delegates to enter into negotiations for the settlement of the boycott. I am not in a position to make any further statement at the moment.

BRITISH POLICY IN CHINA.

June 11th.
Mr. Locker-Lampson, in reply to Mr. Trevelyan (Soc., Newcastle, Central), stated: No report has been received as to an intention on the part of the Hankow Chamber of Commerce, or any other British body or firm, to grant a loan to Marshal Wu Pei Fu. The policy of His Majesty's Government in China is one of non-intervention. Notwithstanding malicious and irresponsible reports to the contrary, no financial or other support has been extended to any Chinese party, or individual leader, and I have no reason to believe that British firms have entered into transactions which conflict with this policy.

His Majesty's Government was not entering into diplomatic relations with Marshal Chang Tso Lin or any of the other heads of the rival factions at Peking.

(Continued on next Column).

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

June 20th, 1936.	
Banking Bank	£180 buy.
Do.	£181 nom.
Chartered Bank	£201 buy.
Maritime Bank, A. & B.	£201 nom.
Do.	£201 nom.
P. & O. Bank	£201 buy.
East Asia Bank	£201 buy.
Canton Insurance	£350 buy, 640 sel.
China Underwriters	£150 nom.
North China Insurance	£145 nom.
Union Insurance	£331 buy.
Yonghe Insurance	£331 buy.
China Fire Insurance	£300 buy.
Hongkong Fire Insurance	£300 buy, 600 sel.
Do.	£300 buy.
H.K. & M. Steamboats	£201 buy.
Hongkong Tugs	£201 nom.
Indo-China (Prod.)	£30 buy.
Do.	£40 nom.
Shell Transport	£84 nom.
Star Lines	£371 buy.
Waterways	£15 nom.
China Sugar	£34 buy.
Malacca Sugar	£34 buy.
Benguet	£11 nom.
Kailan Mining Ad.	£40 nom.
Langkai (combined)	£12 buy.
Do.	£12 nom.
Shanghai Exports	£12 nom.
Shanghai Loans	£7 nom.
Beale	£42 buy.
Trench Mines	£60 buy.
Ural Caspian	£8 nom.
H.K. & W. Wharfs	£113 buy.
H.K. & W. Wharfs	£113 buy.
Hongkong	£170 buy.
New Engineering	£12 buy.
Shanghai Dock	£119 buy.
H.K. & S. Hotels	£1110 buy, 1115 sel.
Hongkong Lands	£354 buy.
Hongkong Realty	£350 buy.
H.K. Territorials	£35 nom.
H.K. Developments	£16 sel.
Humphreys Estates	£141 buy.
Prince's Buildings	£80 sel.
Rural Estates	£14 buy.
China Cottons	£12 buy.
Oriental	£270 sel.
Shanghai Cottons (old)	£1 buy.
Do.	£25 buy.
China Buses	£104 buy.
Hongkong Tramways	£251 buy, 2535 sel.
Peak Tram (old)	£16 buy.
Do.	£70 nom.
Singapore Tramways	£108 buy, 12 sel.
Tams	£3 sel.
Amusements	£114 nom.
Canton Loan	£16 nom.
Cement (combined)	£18 sel.
Do.	£18 nom.
Do.	£18 nom.
China Lights (combined)	£21 nom.
Do.	£12 nom.
Do.	£12 nom.
China Providents	£595/8 sel.
Constructions	£24 nom.
Dairy Farms	£104 buy.
Der A. Wings	£3 sel.
Hongkong Electric	£38 buy.
Macao Electric	£35 nom.
H.K. Ropes (combined)	£30 sel.
Do.	£10 sel.
Do.	£10 sel.
Lane Crawford	£19 nom.
MacIntosh	£19 nom.
Minerals	£11 nom.
United Asbestos	£40 nom.
Watsons (old)	£13 nom.
Wm. Powell	£40 nom.
buy—buyers; sel.—sellers; sel.—sales	nom.—nominal

U.S. MONEY GLUT.

£76,000,000 DEBTS PAID OUT OF CURRENT SURPLUS.

America's abounding wealth has resulted in such colossal payments of income tax, import duties, and other forms of revenue that, for the first time since the war, the Government is able to announce that no borrowing will be necessary to finance refunding operations. The Government had to disburse \$50,744,600 on maturing certificates as well as \$15,600,000 in interest and it paid off the certificates as well as the interest out of current surplus. The general fund of the Treasury at the present moment amounts to \$49,962,000, and to this was added \$30,000,000 of income taxes and \$17,700,000 in payments by foreign Governments on their indebtedness. So comfortable is the financial situation of the United States Government that it will be able to reduce the national debt this year by more than \$170,000,000.

EXPORTS TO CHINA.

June 14th.

Mr. A. M. Samuel, Secretary to the Overseas Trade Department (Farnham), informed Mr. H. Williams (Reading, U.) that the following figures showed the general trend of our exports to China and Hongkong in recent years:—

1.—Declared values of the total exports of the produce and manufactures of the United Kingdom registered as consigned to China and Hongkong during each of the periods specified.

	1923.	1924.	1925.	1926.
1st quarter	5.4	7.4	8.5	6.6
2nd "	5.2	7.2	4.6	—
3rd "	7.6	9.2	4.6	—
4th "	7.1	5.1	4.1	—
Annual totals	25.3	29.9	19.7	—

Of which cotton piece goods: 10.0 12.6 7.5 2.6 (1st quarter).

2.—Total quantities of cotton piece goods of all kinds manufactured in the United Kingdom, registered as consigned to China and Hongkong during each of the periods specified.

	1923.	1924.	1925.	1926.
1st quarter	49.4	82.7	71.9	62.4
2nd "	48.2	79.1	42.6	—
3rd "	67.2	77.3	27.9	—
4th "	72.5	53.5	31.0	—
Annual totals	235.3	292.6	173.4	—

Note.—From April 1st, 1923, the above particulars, excluding the direct exports, if any, from the Irish Free State to China and Hongkong.

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20 Wharves	B15	100/500 Hotels	BR4	200 Peak Trams	H16	100/500 Sugars	BR34
15 Unions	A13	100 Ferries	BR4	200 Amusements	W1	500 Malaka Pindas	A13
500 Providents	B13	Rural lands	BR33	500 Jimses	A13	200 Dairy Farms	BR34
500 Telephones	BR34						

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To-day it is rapidly becoming known as one of the Gems of the Pacific—The Pearl of the Orient—and attracts Tourists and Visitors from all parts of the world.

To those seeking relief from the oppressive and trying local summer, there is no place which holds forth such a pleasing prospect of complete change of surroundings, of scenery and of climate.

8 days to Batavia, a short journey then takes the traveller to the Highlands, where all the trials of heat and humidity are forgotten in a temperate climate unsurpassed in any tropical country.

Big Game shooting

Wonderful ancient Temples

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Dolce far niente, for those who prefer it, in

Hill resorts like Sindanglaja or Tosari, where

Fires in the evening will be appreciated.

The magnificent vessels of the Java-China-Japan Line sail direct to Batavia, or to Sourabaya via Macassar, and give the traveller the added charm of a sea voyage through Calm and Tropic Seas under Ideal Conditions.

S.S. "TOSAROE" July 29th. S.S. "TJISONDARI" August 12th.

The Return Fare to Batavia from Hongkong is \$300.

Full particulars of trips in Java and through the Dutch East Indies from

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[A.P.R.]



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Children—from infancy—thrive on Horlick's—they like its pleasant flavour. Horlick's contains just those vital elements that are necessary to the growing child—what milk and malted barley in a readily digested form.

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THE ORIGINAL
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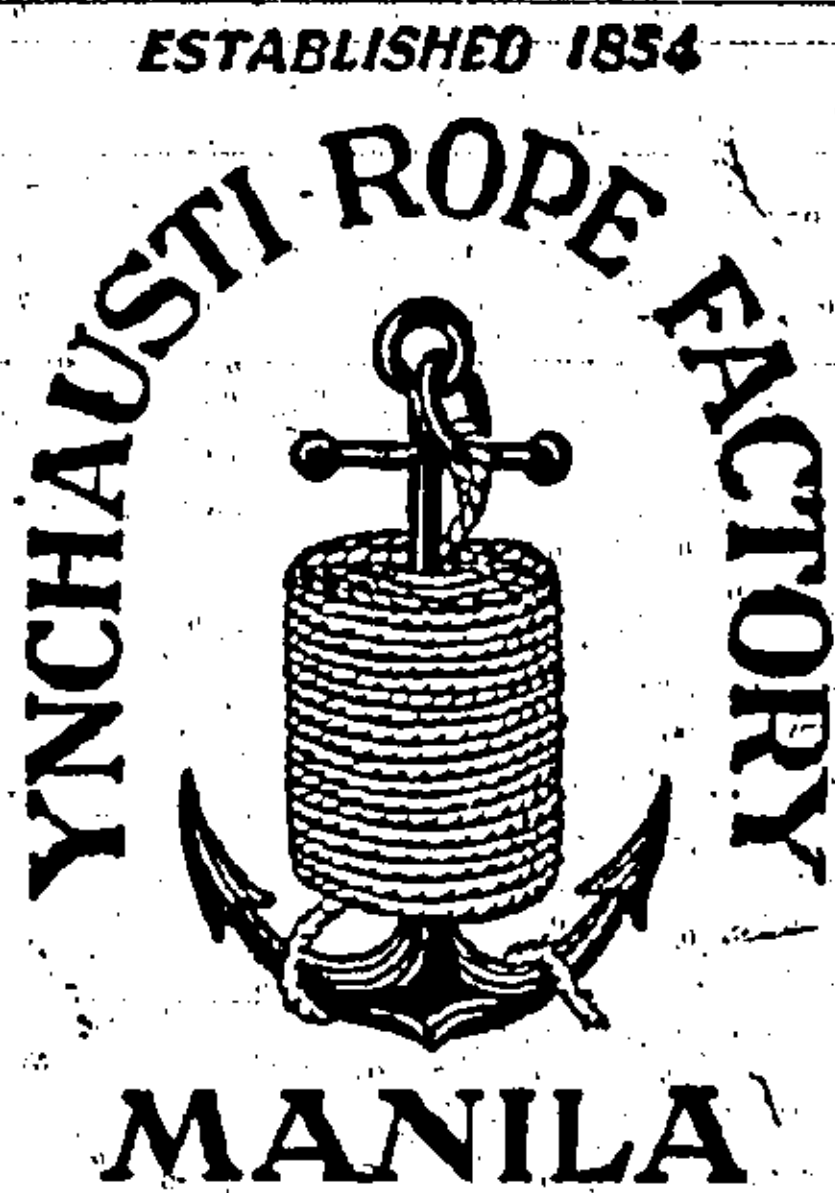
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"THE CORDAGE YOU CAN TRUST."

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RAWSERSWELL DRILLING
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**VETARZO BLOOD
MEDICINE**

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, goitre or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DRAG.

VETARZO BRAIN AND NERVE FOOD.
For Nervous Breakdown & Chronic Weakness.

VETARZO REGULATORS. Safe and Reliable.
English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. (The genuine has words "VETARZO REMEDIES" on Government Stamp Sold by LKA-ING-OLASH CHEUNG.)

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HONGKONG



TAXIS FOR SHANGHAI.

**LOCAL COMPANY'S NEW
VENTURE.**

**SHAREHOLDER'S CRITICISM OF
DIRECTORS AND MANAGING
DIRECTOR.**

**ANNUAL MEETING OF THE
TAXICAB COMPANY.**

At the third annual meeting of the Hongkong and Kowloon Taxicab Company, held yesterday, the Chairman (Mr. H. Birkett) said that the Managing Director had secured for the Company a concession from the International and the French Municipalities of Shanghai to run taxis there and the Company proposed to transfer about 50 to Shanghai and to replace them later with other taxis for Hongkong.

Mr. J. W. Kew, one of the shareholders present, criticised the manner in which the directors and committee had carried

out their work, and said that the business appeared to him to be "a one-man show" run solely for the benefit of Mr. A. H. Rowe (the Managing Director). He suggested that the business should be wound-up.

Those present at the meeting were Mr. H. Birkett (Chairman), Mr. A. H. Rowe (Managing Director), Mr. Sum Fat Ming and Mr. T. N. Chau (Directors); Messrs. F. S. Harrison, A. Nisim, C. A. Fulcher, H. M. Kew, and J. W. Kew.

PROVISION FOR DEPRECIATION.

The Chairman, addressing the meeting, said: "You will note that the balance sheet shows a profit of \$40,022.18 as against a loss of \$46,880.14 shown in our last balance sheet. The profit of \$40,022.18 is made after writing off \$50,055.57 for depreciation. This allowance for depreciation, together with \$108,218.45, already written off previously, makes a total of \$158,274.02 written off to depreciation in two years and two months trading and by writing off these large amounts to depreciation it will be seen that your directors are still following that bold policy of making ample provisions for depreciation which I mentioned to you at our last annual meeting, and I feel sure that such action will meet with the approval of the shareholders."

**TRIBUTE TO MANAGING
DIRECTOR.**

"You were told when we last met together that your directors had decided to farm out the Company's taxis to a syndicate formed by the drivers themselves, and I have pleasure in informing you that this venture has been eminently successful, as by this means your directors have been able to convert a loss of \$46,880.14 into a profit of \$40,022.18, which I think is very satisfactory, especially when we remember the financial difficulties this Colony has undergone and is still under-going, and had these difficulties not existed our profits would have been very much greater; and here I think we should pay a tribute to your Managing Director, Mr. A. H. Rowe, to whose able management we owe a lot."

SHARES FORFEITED.

"Last year I made mention of certain calls in arrears and that the shareholders had been called on to pay, with interest on third call, and that in default of payment the shares would be forfeited and sold in accordance with our Articles of Association. Those shareholders who failed to respond have had to forfeit their shares, which have been dealt with accordingly, as will be seen by reference to the balance sheet."

THE SHANGHAI CONCESSION.

"Since our last meeting our managing director has secured for the Company a concession from both the International and French Municipalities of Shanghai, to run taxis there, and your directors propose to transfer about 50 of our present taxis to Shanghai and to replace them later with other taxis for Hongkong."

"By referring to the report of your directors you will note that instead of paying a dividend this year your directors thought it best to carry forward the total amount of the profit against the debit balance brought forward from last year, and I feel sure that this action of your directors will meet with the approval of all the shareholders."

The Chairman then moved the adoption of the report and balance sheet.

MR. KEW'S CRITICISM.

Mr. Kew asked where the taxis for Shanghai were coming from? Mr. Rowe replied that they had them in Hongkong. He further stated that after the taxis were sent North, there would be sufficient left in Hongkong.

Mr. Kew also drew attention to an item in the balance sheet regarding cushion covers, drivers' uniforms, valued at \$3,434.48, which had been written off. He asked where the cushions and uniforms were at present.

Mr. Rowe replied that they were still in the possession of the Company.

THE BETTER WAY.

Mr. Kew: We have never used them, and still we write off such a large sum. It would have been better to give them away to charity. There is a further item for furniture and fittings, a total of \$9,630. Is it not a very big sum for furniture?

Mr. Rowe replied that the furniture and fittings were in the Hongkong and Kowloon offices. The amount put down in the balance sheet was what was actually paid for the furniture. The Company had also workshops.

Mr. Kew referred to an item of \$113,000 odd regarding taxicabs. This sum was an asset. They had about 80 taxicabs, he said, and each was therefore worth about \$14,000. An item of \$48,000 odd for accessories and spare parts was also criticised by him.

Mr. Rowe explained that they had to keep a big stock of accessories for the taxis.

Mr. Kew, observing that it was strange that although the cars were leased out, that the Company kept them in repair, further complained in regard to a total sum owed to the Company by sundry debtors. This amounted to over \$30,000. He pointed out that \$15,761.82 was owed by the lessees of the cars, whereas only \$10,000 was deposited by them. He criticised the action of the Managing Director in allowing such large sums to be owed.

The Chairman: If you saw the names of some people who got credit, and had not paid, you would be surprised.

Mr. Kew: It is not good business to have allowed so much credit. There is over \$18,000 against Fred Ellis as one of the debtors.

The Chairman replied that a number of trucks were sold to this debtor, and when he could not pay he gave the Company a number of "developments" shares.

SUGGESTED WINDING-UP.

Mr. Kew replied that the shares were not worth anything. He also asked if the Company made any profit out of the sale of Buick cars.

Mr. Rowe replied in the affirmative.

Continuing, Mr. Kew said that he was afraid that the debt of Fred Ellis was a bad one. He considered the directors to have been very lax in giving credit on shares; and they had done it with their eyes open. "If it is going on like this," he continued, "the best course is to wind up the business before it becomes worse. This business seems to be run for the sole benefit of Mr. Rowe. No working account has been produced in any of the balance sheets. Before we get deeper into the mud, I think it would be better to wind up. The directors have also conducted the business in a very lax manner."

The Chairman: You make statements but you don't prove them.

Mr. Harrison remarked that the shares from Fred Ellis were hardly good security.

"A ONE-MAN SHOW."

Mr. Kew said that the majority of the shareholders were poor people. He hoped that the Shanghai venture would not be carried out. He reiterated that the business of the Company was being carried on in a very lax manner. The Company seemed to him to be "a one-man show." Whether Mr. Rowe consulted the directors he did not know. He could not understand why they should be talking of farming out taxis in Shanghai, when they were not making anything in Hongkong.

"MONEY WASTED."

Mr. Birkett: There is no money to be made out of taxis in Hongkong.

Mr. Kew: Then we had better wind-up. Mr. Rowe made two trips to Shanghai and one to Haiphong. I suppose the Company paid. We have no working account, and we don't know.

Mr. Birkett: The trips cost just over \$2,000.

Mr. Kew: And in my opinion \$2,000 thrown away. I don't see how anything can come of it.

Referring to the typed working account, Mr. Birkett said the company paid \$15,000 in wages in the year under review. "That's not much," he commented.

Mr. Kew: Not when you say it slow. There's only Mr. Rowe and a clerk or two.

Mr. Birkett: We have some workmen to pay.

Mr. Kew: To look after the new Buicks. I don't think the Buick agency is worth anything to us.

Mr. Birkett: We made \$20,000 profit on them the year before last, and several thousand this year. There are more Buick cars in the Colony than any other make.

Mr. Kew: Probably, in Mr. Rowe's garage.

Continuing, he said: Instead of sending taxis to Shanghai, we should be thinking of replacing some of the "rattle-traps" in town.

Mr. Birkett: We have enough efficient cars in the Colony and the farmers owe us money because they can't do the business.

Mr. Kew: That's the old boycott slogan. Bad business. I don't see how taxi business is affected. Before the committee puts its foot into it any further, this Company should be put on a proper basis.

The resolution was then put to the meeting and carried, Mr. Kew not voting. Mr. Birkett and Mr. T. N. Chau were re-elected to the Board of Directors, on the proposition of Mr. Fucuzza, seconded by Mr. Nisim.

The auditors, Messrs. Lowe, Bingham & Matthews, were re-elected.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE]

RUEY, July 19th.

Paris	223 1/2
Brussels	210 1/2
Amsterdam	12 1/2
Berlin	20 43
Copenhagen	18 35
Vienna	24 42 1/2
Helsingfors	18 1/2
Lisbon	2 33/64
Buenos Aires	45 1/2
Shanghai	2/102
Yokohama	1/11.9/32
New York	4.66 7/18
Geneva	25.112
Manila	144 1/2
Stockholm	18.164
Oslo	22.17
Prague	18 1/4
Madrid	20.90 1/2
Rio	7.2
Bombay	1/6.31/32
Hongkong	2/24
Silver (spot)	29 1/2
Silver (forward)	29.13/16

For The Last Time This Year!

HAROLD LLOYD

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THE FRESHMAN

TO-NIGHT ONLY.

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TO-DAY ONLY.

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TO-DAY AT 5.15 & 9.15

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ONE NIGHT IN ROME

WORLD

SPECIAL ANNOUNCEMENT.

**GREAT SENSATION IN HONGKONG AT
CITY HALL**

(ONE NIGHT ONLY) TUESDAY, 27th JULY, 1926, at 9.15 p.m. Prompt.

The eminent Psychologist PROF. MAXIMILIAN LANGSNER, M.L.C. (KARAI) will explain with most convincing demonstrations, MENTAL TELEPATHY and its future evolution specially in service of criminology MAGNETISM—AUTO-SUGGESTION, AUTO-HYPNOTISM and its suggestions for the good of suffering humanity—HYPNOTISM of Animals, etc.

STAMMERERS Publicly Cured Free on the Stage.

Critics and Non-believers are Specially Welcome.

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PRICES:—\$4, \$2, \$1.

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PLYMOUTH GIN

OBTAINABLE EVERYWHERE.

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CITY CLUB IN A COINERS' DEN.

£5,000,000 FOR A SON.

QUEER UNDERGROUND MEETING-PLACES.

**WIDOW WHO MARRIED
HUSBAND'S NEPHEW.**

A CELLAR CABIN.

An old London City inn, in a tiny, narrow passage, in the shades of Old Newgate, which was once the rendezvous of coiners, highwaymen, and cut-throats, is now the meeting place of scores of City men who talk about their deals. The "Newgate Club," as it is appropriately called, has just been opened, primarily for men engaged in the textile trade. It is as unusual as its sister clubs—the Merchant Adventurers and the Crypt Club, and has heavy oaken tables, standing on old eighteen-gallon barrels. Every room in the "Newgate Club" has a history, sinister and dark, of the bad old days. During the excavation workmen came across an old forge, and all the paraphernalia of a coiners' trade. An old rusty brazier stands in the open fireplace, and on the cold winter days the City men who owe allegiance to the Newgate Club will sit round the crackling logs.

—VANISHED CHURCH.

A little further east, in Cannon-street, is the "Crypt Club," where bankers and stockbrokers meet. It is hidden away in the basement of a City building, and was formerly the crypt of a vanished church.

(Continued on next column.)

The will of Mrs. Arabella D. Huntington, who after the death of her husband, Mr. Collis P. Huntington, the railway builder, married his nephew, Henry, disposed of an estate of £7,000,000, of which £2,000,000 goes to her son Archer Milton Huntington.

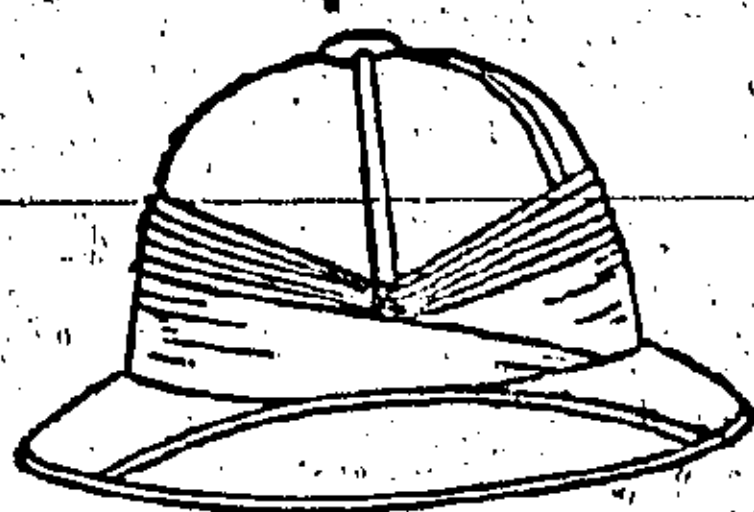
Besides immensely valuable art collections, she left a collection of pearls, part of which are assessed at more than £250,000.

City church. The old walls and archways are in their original state.

Still further east, in old Crutched Friars, where shipping offices abound, and the skippers who sail the Seven Seas reunite after months of voyaging round the world, is the "Merchant Adventurers' Club." It is deep down in a basement underneath shipping offices, and is like the saloon of one of the old sailing-ships.

It has portholes, a ship's bell to toll the watch, a ship's compass, and the wheel of a large vessel which will sail the seas no more. Its old oaken beams were once the walls and storm-tossed decks of wooden sailing ships. Nearly every man belonging to the "Merchant Adventurers' Club" has a tale of adventure to relate.

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Light weight body covered fine white drill, muslin
padding.
Fitted with the new "self adjusting" white
leather head lining which will not stain the head
with excessive perspiration.
Thoroughly well made and finished

\$14.50

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ALEXANDRA BUILDING, DES VOEUX ROAD

CITY HALL.

JULY 21st.

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CALIFORNIA COLLEGIANS

The World's Greatest College Entertainers.

10 piece Jazz Orchestra
Male Chorus of 20 Voices
Instrumental and Vocal Soloists
Snappy Novelty Acts. Clever Comedy Artists.

Booking now open at Moutrie's. Prices—\$3, \$2, & \$1.

PORTABLE GRAMOPHONES

You shall have Music wherever you go
It is here, there and everywhere.



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The jolliest and most dependable companions for the picnic party.
It will also satisfy your musical taste and be a pride and a delight to you

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GREAT SALE

OF

LADIES' SUMMER DRESSES

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READY-TO-WEAR HATS.

DRESSES from \$5.00
HATS from \$2.50

All New Fresh and Up-to-date Stock.

LADIES DO NOT MISS THIS CHANCE.

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

CLEARING AWAY THE DEBRIS.

ALL GOVERNMENT DEPARTMENTS BUSY AND GOOD WORK DONE.

PROSPECTS OF THE RESUMPTION OF TRANSPORT FACILITIES.

FIVE FURTHER DEATHS REPORTED.

THE NEW TYPHOON COMING THIS WAY.

Yesterday hundreds of coolies were employed in all parts of the Colony clearing away the storm wreckage, and remarkably good progress was made in this work. The tramway tracks through the City, for example, were rendered passable much more quickly than was anticipated and yesterday afternoon there was a practically normal service through the Central districts and almost to Whitty Street. To-day the trams will run as usual from North Point to Whitty Street, only the landslide at the Ming Yuen Gardens now preventing the full journey to Shaukiwan. It is hoped to have Stubbs Road sufficiently clear for motor-traffic by Friday, and the road round the island will probably be opened by the end of the week.

The problem of supplying water to the Hill districts is a serious one and residents must be satisfied with the assurance that the Public Works Department are working feverishly in order to be able to start pumping again at the earliest opportunity. In the best of circumstances, however, it is not anticipated that such pumping operations can be commenced until Sunday, and in the mean time people are urged to accept the inconvenience as cheerfully as may be and to co-operate in order to minimise it as much as possible. In this attention is drawn to the appeals made by H.E. The Governor and the Peak Residents' Association which are published below.

Unfortunately, five more deaths have to be added to those reported yesterday, as it is now learned that two coolies lost their lives in the collapse of a mated at Quarry Bay. A man was also drowned there and another electrocuted, while a 16-year-old Chinese was drowned at Shamshui.

As a result of a general review of the situation based upon reports received from all sides it must be acknowledged that Hongkong is recovering quickly. That is a cause for congratulation, but we would suggest that there should not be too much hand-clapping at the moment. It will be noticed from the weather reports that another typhoon has formed in almost the same place as the one which passed us by on Sunday. It is customary—we do not put it stronger because, of course, there are many exceptions—for a typhoon which forms immediately after another and in the same locality to follow the course of the one preceding it. The new typhoon may not develop; we hope it may not. Anything may happen to it, but it is as well to face facts and, if one does, that, one must put on record that at the moment the distinct probabilities are that we shall have some more decidedly unpleasant weather to-morrow night or Friday.

THE WATER SUPPLY.

APPEAL TO PEAK RESIDENTS.

THE AMOUNT IN THE RESERVOIRS.

There is certainly plenty of water in the reservoirs now. The storm brought us approximately 676 million gallons and the total amount stored is estimated to be 1,783 million gallons. The collapse of the pumping station near the University, however, makes it impossible to maintain a supply for the Hill districts and for several days at least the greatest economy in the use of water for any purpose is absolutely essential.

Yesterday afternoon the Colonial Secretary forwarded the following message from H.E. The Governor:

"His Excellency desires to impress on all house holders on the Peak and Upper Levels, who are affected by the water restrictions rendered necessary by the damage to the Pokfulam Pumping Station, the absolute necessity for the greatest economy in the use of water, and the strict control of their staff with this end in view. He feels sure that he can rely upon their loyal co-operation in this matter."

Mr. E. B. C. Hornell, the Secretary of the Peak Residents' Association is also circulating the following "express":

"The Committee of the Peak Residents' Association urgently request the Peak residents to conserve the use of water supplied by the mains and to carry out the requests of the Water Authority which have appeared in the Press. The Pumping Station which supplies water to the Peak has been put completely out of action and the Authorities are doing their utmost to get it into working order. They cannot, however, hope to start pumping until Sunday next. In the meantime Peak residents will have to rely to the very limited amount at present in storage on the Peak. The Committee, therefore, ask all Peak residents to co-operate with the Water Authority and instruct their servants accordingly."

DRINKING WATER.

When the shortage of drinking water at the Peak and Hill districts was made known Messrs. A. S. Watson & Co., Ltd., immediately placed their services at the disposal of residents there by announcing that they would be prepared to supply distilled water. This was a special effort on the part of the Company as the supply of distilled water is not one of their regular lines of business. They were informed yesterday, however, that the water supply had been cut off at their Aerated Water Factory, in consequence of necessary repairs to the water mains. The distilled water will not be available, therefore, until their water supply is resumed and many orders have been "held up."

As soon as the water supply is resumed, distilled water will be available and customers will be advised, but Messrs. A. S. Watson & Co., Ltd., also call attention to the fact that while they offered to deliver to residents houses, it must be borne in mind that owing to the condition of the roads, transport by coolie is very difficult and takes a long time.

Messrs. Caldwell, Macgregor & Co., Ltd., inform us that they are in a position to supply distilled water in pint bottles and up to four gallon demi-johns. This water is manufactured by the well-known Aquarius Co. of Shanghai, and is famous for its purity.

This enterprise should further set the minds of Peak residents and others at ease with regard to their supply of drinking water in these difficult times.

THE RESERVOIRS.

Yesterday morning the Pokfulam and Kowloon reservoirs were full. The Tytan reservoir was 4ft. 6ins. below the full water mark; Byewash reservoir 5ft. below, Wongneichong 5 inches and Tytan 14ft. below capacity. The intermediate reservoir was full.

THE GENERAL EXPERIENCE.

PRAYING FOR THE BREAK OF DAY.

When a Daily Press representative joined a group of Europeans in mud-caked Pedder Street yesterday, the conversation turned naturally upon the storm, its terror, and its ravages.

"On Sunday night," remarked one, "I believe everybody thought that sooner or later they would be struck by lightning."

"God knows, I did," chimed in another, and a nod of the head from the others expressed similar feelings.

This seems to have been the general experience of the majority, if not all of the Colony's inhabitants, when lying awake in their beds they listened to the fury of the phenomenal tempest.

THE BLESSINGS OF COMPANIONSHIP.

Many families, Europeans and Chinese alike, herded themselves together in one room. The blessings of companionship were never so comforting as on such a night; it was the only antidote which could assuage one's fears, and help to cast from one's mind the menaces of the elements.

UTTER HELPLESSNESS.

Perhaps the greatest of all terrors experienced was the utter helplessness of the position one was in. The houses seemed to rock with the awful peals of thunder, and their occupants were not so sure but that their dwellings would collapse like packs of cards. A rumbling apparently further away awoke in frightened hearts the hope that the "Big Bertha of the Sky" were rolling away. But again and again such hopes were dispelled by the recurrence of further car-splitting, nerve-racking claps. One imagined that the very sky was cracking.

KAIPING COAL

FOR HOME, FACTORY, & POWER HOUSE.

HOME,
FACTORY
AND
BUNKERSPOWER
HOUSE,
TUGS &
LOCOS.

THE KAILAN MINING ADMINISTRATION,

Head Office—TIENTSIN.

DODWELL & CO., LTD., Agents, Hongkong.

MY WINE.

We can supply you with a perfect Claret and a delicious White Wine.

MY WINE CLARET

PER BOTTLE—\$ 1.20

PER DOZEN—13.00

MY WINE WHITE

PER BOTTLE—\$ 1.40

PER DOZEN—15.00

Give us a Trial.

MAGASIN GENERAL.

METEORS.

Worse, if anything, were the intermittent flashes of lightning. They lit up the whole Colony, the hills and the sea, and away to the mountains beyond. They changed the grey, rain-swept darkness into a sheet of vivid light, and only faded for a few moments to return in increasing intensity. One could see the time of one's watch in a darkened room, and those whose houses faced the hills could distinguish boulders, trees, and tumbling cataracts, whenever the lightning flashed. The scene fascinated as well as appalled.

"MIRACLE" OF THE STORM.

The dawn came, and the storm abated. There was desolation everywhere, but the light of day dissipated the dread of the night. One expected extensive damage. The expectations were fulfilled. One also expected that there would be hundreds of casualties. Fortunately, that was not so. This is the outstanding "miracle" of the storm.

PEAK TRAMS.

On enquiry at the Company's office yesterday, we were informed that it is fairly certain that the Peak Tramway service will be recommenced on Saturday, while it is hoped that it will be possible to run cars late on Friday, but this is not at all certain.

There is now no damage to the line or rope, although the latter was bent by a large boulder.

The most serious damage is the repair to the bridge across the nullah at Kennedy Road near the lower tram station. The P.W.D. have supplied the Company with girders which are now being fixed in position and cemented in.

The electric cable, which was torn asunder, will be replaced by to-night or to-morrow by the Hongkong Electric Co.

THE TRAMWAYS.

On Monday night a passage was made through the debris between Arsenal Street and Garden Road and by eight o'clock yesterday morning tram-cars were running on the main roads from Causeway Bay to the Hongkong Bank. By ten o'clock the trams were proceeding to the Post Office and by fifteen time were running two-stops from Whitty Street. By the evening the track had been cleared sufficiently to allow the trams to run as far as the Whitty Street terminus.

On the Shaukiwan route route cars were running all the morning as far as North Point and an extension of the service to Quarry Bay was made in the afternoon. Owing to a landslide at Tai-koo it will be impossible to run between Quarry Bay and Shaukiwan for some time yet.

On the Happy Valley route cars were running via Broadwood Road, but it was necessary for them to turn back at the Dragon Motor Garage, this necessitating single line working.

THE TELEPHONES.

Yesterday a large number of the lines of the telephone service were repaired, but there still remain many lines out of order. The Kowloon district suffered the least, only about fifty lines being out of order on Monday. The Government telephone service is intact.

YOUTH DROWNED.

A blacksmith at Shamshui, reported to the police, that his 10-year-old nephew was washed into a pond and drowned while endeavouring to retrieve some vegetables. The body has not been recovered.

"SQUEEZE."

Chair coolies are reported to be attempting to obtain extortionate payment for carrying residents to the Peak. A demand for \$6 was made of one resident, but, needless to say, it was not complied with.

MARKETS DEMOLISHED.

At Taihang, both markets have been demolished, whilst every nullah wall there has been broken down.

AT ABERDEEN.

There was no loss of life at Aberdeen, and, excepting the damage to the Paper Mills, the village had no other mishaps. The dwellings were, however, swamped for hours.

C.R.C. GROUNDS.

The Chinese Recreation Club grounds at Causeway Bay are covered with several feet of silt.

ALL ROADS SWAMPED.

Reports have reached police stations on the mainland of other damage caused in various parts. Practically all the roads were swamped and no village has entirely escaped the effects of the rains and floods.

KOWLOON POINT.

Considerable damage was done in various parts of Kowloon Point, including a landslide at the junction of Nathan and Kimberley Roads.

ICE HOUSE STREET AND POTTINGER STREET.

It was learned from the Traffic Department of the Police that Pedder Street between Des Voeux Road and Queen's Road had been closed to traffic in view of the terrific tearing up of the road.

This part of the city has the appearance of having been in a volcanic convulsion. Ice House Street is now open both ways to motor traffic from Dairy Farm to Hongkong Electric Co.'s show-rooms, which means that this provides an alternative route of reaching, say, the Central Police Station and neighbourhood.

It is the first time the hill part of Ice House Street has been open to motor traffic and this is being done as an emergency measure in view of the closing of Pedder Street. Traffic will also be able to proceed through that part of Ice House Street between Des Voeux Road and Queen's Road, when the debris has been cleared away.

Another street temporarily opened to motor traffic is the narrow thoroughfare of Pottinger Street between Des Voeux Road and Queen's Road.

THE PEAK.

The summit of the Peak and many of the fine roads there are still largely isolated, and the only means of access thereto is the Wanchai Gap Road and the old Peak Road.

PEAK LANDSLIDES.

It appears that Stubbs Road has suffered most from landslides. Between Morrison Hill Road and Bowen Road, there were at least 30 falls; the most serious of which was the collapse of a huge retaining wall near a site belonging to the Nanyang Tobacco Company. The whole of this wall was washed away and spread across the roadway. It is hoped soon to clear the road sufficiently to permit of at least a limited amount of traffic. Magazine Gap Road at one point is breached to its full width and it will be necessary to erect a temporary bridge.

CLEARING AWAY THE DEBRIS. (CONTINUED).

CAINE ROAD.

The lower portion of Caine Road is closed to traffic owing to the subsidence of the bank near the Roman Catholic Cathedral and the opening out of the road. It is now possible, however, to go through Glenalee as far as Caine Road, by chair or foot. A stream of water which still flows from the hill has now been diverted into the side channel of Arbuthnot Road.

The easiest way to reach Caine Road at present is for motorists to proceed up Garden Road as far as the Peak tram station, then Lower Albert Road, along Wyndham Street past the Dairy Farm to the Central Police Station, and up Arbuthnot Road. The junction at Caine Road has now been sufficiently cleared for both up and down traffic through Arbuthnot Road.

REPULSE BAY ROAD.

Good progress has already been made in clearing the new road to Repulse Bay from Bowen Road. There are numerous slips in the neighbourhood of Shauiwan, but it is anticipated that the whole of the round-the-island road will be open by the end of the week.

SHAUKIWAN ROAD.

It is possible to get from Shauiwan to Shekko, but direct communication with Shauiwan via Causeway Bay and Taikoo is impossible at present owing to the landslide at Ming Yuen and Taikoo still blocking the roadway.

THE NEW TERRITORIES.

Considerable damage has been done in the New Territories. The Castle Peak road is blocked in several places, and a landslide has occurred near Tin Kau. The Tai Po Road is also blocked.

Part of a concrete bridge at Ching Lung has been carried away. The district beyond Tai Po has come off more luckily, as there appears to be but little damage.

Shatin Valley is flooded, and much live stock was destroyed, as well as Chinese dwelling houses and huts.

RAILWAY SAFE.

Mr. E. S. Carter, of the Kowloon-Canton Railway, examined the railway track as far as the border on Monday, but, except for a slight fall in the first cutting, there was no damage. This has now been cleared, and the trains are running as usual.

THE REPULSE BAY HOTEL.

Details as to the plight of the residents at Repulse Bay were not obtainable on Monday owing to the lack of communication. Particulars received state that the flood from the hills swept through the big dining room of the hotel and carried all before it. The furniture and carpets were damaged almost beyond repair. At 8 a.m. the water was five inches deep in the passages, and the kitchens were also under water. Part of the dining room floor has sunk badly.

HAPPY VALLEY CEMETERY.

When the flood subsided at the Protestant Cemetery, Happy Valley, it was found that in some places coffins were exposed, and tombstones had been carried away. These were deposited by the water on to the racecourse.

SHAUKIWAN DAMAGE.

The island round from Shauiwan is blocked in several places, and the tram services will not be resumed for a day or two.

In the village itself the nullah was destroyed, and the place was completely flooded. A temporary dam of earth has now been raised, and the water has been diverted.

Pig sties on the hillside were carried away, and some forty pigs are supposed to have been buried under a fall of earth.

ST. JOSEPH'S COLLEGE DAMAGED.

St. Joseph's College in Kennedy Road, has suffered considerable damage. The first floor has fallen into the basement, and in many places portions of the foundations have been laid bare. Huge boulders and wreckage are piled up in the damaged part of the building. The dining room is also a shambles, and a portion of the kitchen has fallen into the nullah. Considerable stores in the cellar have perished.

PRINTERS' \$10,000 LOSS.

The flooding of the premises of Ye Olde Printerie, Ltd., at the basement of China Building, has caused damage, estimated at \$10,000. The damaged goods, which were insured against fire but not against water, consisted of coloured papers, art papers, and machinery. The Fire Brigade were engaged in pumping out the water up to yesterday. It will probably take the management over a week to clear the place from water and debris, and completely to resume business.

FATALITIES AT QUARRY BAY.

Two coolies living in a matbed at Quarry Bay lost their lives, and their bodies have not been recovered. The matbed was carried away in a huge landslide. The avalanche of rock and earth, some hundreds of tons in weight, piled up across the roadway, destroying tram-lines and overhead wires, and causing damage to the sea-wall. Another Chinese is stated to have been electrocuted and died, in coming in contact with a high tension wire, which had become dislodged.

THE RADIUS OF THE STORM.

The radius of the storm is shown by the fact that the *Faithful*, which left Hongkong on Monday morning at eight o'clock in a torrential downpour, passed into brilliant sunshine after reaching Castle Peak. From there to Canton the weather was beautifully fine. In Canton it was found that while heavy rain fell on Sunday afternoon, there was no thunder-storm during the night or Monday morning. The weather remained fine during Monday and the *Faithful* left Canton yesterday morning in sunshine and with awnings out. These had to be taken in again when Castle Peak was reached, by which time rain was falling heavily.

It could be seen from the steamer that several roads in the Castle Peak district were washed away and there had been several landslides.

VESSELS STRUCK BY LIGHTNING.

The vessels in the harbour during the great storm all escaped damage from lightning with the exception of two, these being the s.s. *Telemachus* and the new rescue and salvage tug, the *Koa Sing*.

The *Telemachus* was struck by lightning, which took away the flag pole on one of her masts.

The *Koa Sing* was on patrol duty in the harbour during the period the Colony was threatened with the visitation of a typhoon, i.e., from Friday to Monday. She did very useful work during Saturday and Sunday. During the storm, lightning struck her mast, splitting it from the "truck" to the "hounds."

So far as can be ascertained, this was the extent of the damage suffered by local shipping.

CLEARING UP.

The City and its vicinity presented a scene of much activity throughout yesterday, gangs of coolies being employed everywhere in clearing away the debris of sand, mud, gravel and stone which had piled up on the lower levels. The tramway tracks were cleared by the morning, so that almost a complete service could be run, the debris being heaped up in a bank on either side of the lines. Later, this mass of earth was conveyed away by lorries.

Large numbers of coolies were also hard at work all day in the various nullahs clearing out debris and effecting temporary repairs to damaged portions.

Similar scenes were witnessed elsewhere. The nullah running along Praya East was practically full of silt, and coolies worked there all day shovelling the silt out.

The fire appliances were out to many business premises in the City throughout yesterday, pumping out the water which still remained in the basements, while the P.W.D. engineers grappled with the problem of the hillside floods.

The muddy stream that had curved for itself a natural channel throughout the length of the pathway leading down from Glenalee has been diverted at a point at Caine Road where, on Monday morning, its waters were pouring over the steps of Glenalee Road. A hastily thrown up embankment has diverted the water causing it to flow into the gutter. At the upper end of Wyndham Street, the stream was caused to flow into a "man-hole."

Wyndham Street and Ice House Street were normal yesterday, but Ice House Street is still impassable for motor traffic between Queen's Road and Des Vaux Road.

A 3,000-TON BOULDER.

It is estimated by officials of the Public Works Department that the huge boulder which crashed into and demolished the pumping station on Pokfulam Road weighs at least 3,000 tons.

LIFE FOR CHICKENS.

In a report made by a Chinese married woman at Bay View Station, she stated that her father-in-law, 67 years of age, is missing and is believed to have been drowned. The report states that the old man went out of the hut at 3 o'clock during the storm to save his chickens. At the time water was rushing down the hillside. The man was not seen again.

TYPHOON WARNINGS.

Warning of typhoon of unknown intensity within 120 miles of Lat. 17 degrees N. Long. 125 degrees E., moving N.W., was issued by the Observatory yesterday forenoon. A Shanghai message received by the Observatory yesterday morning states: "Typhoon of unknown intensity within 120 miles of Lat. 15 degrees N., Long. 127 degrees E., moving W.N.W."

At 4 p.m. yesterday afternoon another typhoon warning stated that the typhoon was in Lat. 18 N. Long. 123 E., moving N.W., with a radius unknown.

This means that it is coming in this direction, but when the above message was received it was still outside the 200 miles radius.

WEATHER REPORT.

Last night's weather report, forecast and remarks from the Royal Observatory stated:—

The depression over S.W. China is stationary. At 3 p.m. the typhoon was near Lat. 16 N. and Long. 123 E., moving N.W.

Local forecast:—Variable winds, moderate, overcast and showery at first, improving later.

PROPERTY SALES.

NINE LOTS SOLD AT OHINA AUCTION ROOMS.

No fewer than nine lots of leasehold properties, situated at Staunton Street, Tai On Terrace, Tai On Lane, Circular Pathway and Kowloon City Road were sold by Mr. E. V. M. R. de Sousa, by order of the mortgagees, at the China Auction Rooms yesterday afternoon. There was a fair attendance, bidding was fairly brisk and moderately, good prices were realised.

The first property put up was the remaining portion of Inland Lot No. 1235, with No. 8 Staunton Street. The upset price was \$15,000 with bids of \$500, and later \$300, acceptable. Mr. Ma Chi Lung became the purchaser for \$30,900. The property has an area of 905 square feet, and the annual Crown rent is \$5.12.

Mr. Ma Chi Lung was also the purchaser of No. 3 Tai On Terrace, situated on Section C of Inland Lot No. 1968, the property having an area of 504 square feet, and an annual Crown rent of \$14.50. The upset price in this case was \$5,000, with bids of \$800 acceptable. The property was knocked down when the price stood at \$13,000.

Nos. 2 and 3 Circular Pathway and Nos. 9 and 10 Tai On Lane, on Section F of Inland Lot No. 370; and No. 5 Circular Pathway, and No. 7 Tai On Lane, on Section G of Inland Lot No. 370 were purchased by the Hongkong and Kowloon Land and Loan Company. The first property has an area of 1,241 square feet, and an annual Crown rent of \$1.40, while the second property has an area of 639 square feet and an annual Crown rent of \$0.53. The upset price in the case of the first four houses was \$5,000, with bids of \$200 acceptable, and was sold for \$9,900; while the upset price for the other two houses was \$5,000, with bids of \$300 acceptable, and was sold for \$7,300.

Mr. Chan Shun became the buyer of No. 10 Circular Pathway, and No. 2 Tai On Lane, situated on Sub-section No. 2 of Section C of Inland Lot No. 94. The property has an area of 1,298 square feet, and the annual Crown rent is \$7.97. The upset price was \$5,000, with bids of \$300 acceptable and went under the hammer for \$13,300.

The Hongkong and Kowloon Land and Loan Company bought the next three properties. These properties consist of Nos. 3 Tai On Lane and No. 9 Circular Pathway, on the remaining portion of Section C of Inland Lot No. 94, and Sub-section 1 of Section A of Inland Lot No. 84; No. 4 Tai On Lane and No. 8 Circular Pathway, on Sub-section 2 of Section A of Inland Lot No. 370; and Section 1 of Inland Lot No. 370; and No. 5 Tai On Lane and 7 Circular Pathway, on sub-section 3 and 4 of Section A of Inland Lot No. 84; and Section H of Inland Lot No. 370. They are 170 square feet and 569 square feet; 704 square feet and 19 square feet; and 3 square feet 148 square feet and 627 square feet, respectively. The Crown rentals were \$3.33 and \$0.97; \$4 and \$0.01; and \$0.02 and \$0.50. The upset price in each case was \$5,000 with bids of \$300 acceptable. In the case of the first property, the selling price was \$3,900; in the second \$9,800; and in the third \$7,100.

The last property put up was No. 174, Kowloon City Road, on Sub-section No. 1 of Section A of Kowloon Inland Lot No. 1483. This property, which has an area of 750 square feet, and an annual Crown rental of \$5.30, was started at \$3,000, and after an advance of \$100, it was knocked down to the Chun On Fire Insurance Company.

THE STORM OF 1889.

Yesterday a *Daily Press* representative had a chat with an old resident of the Colony, who gave an interesting comparison between Monday's storm and that of 37 years ago. He told our representative that in some respects this storm was worse than the one of May, 1889, but added that the latter was much worse in respect of the damage done.

"To some extent," he said, "this storm is the worst one we have ever had in view of the fact that we had the greatest rainfall in one single hour. In 1889, however, the total rainfall for 24 hours, was 37.44, compared with 21.43 from 11 o'clock on Sunday night to 11 o'clock on Monday morning. The rain of 1889 lasted longer and did terrific damage, much more than Monday's storm."

"It was months before the damage was repaired. The Peak tram ceased running for four months, as a result of the huge landslide—the P.W.D. was paralysed; while the military had to be called out to assist in cleaning the debris away."

Garden Road, Wyndham Street, Pedder Street, etc., were cleaned right out to a depth of 15 to 20 feet. On the other hand, parts of Queen's Road were silted up to a height of 7 or 8 feet above the road level, with the result that the old Post Office and the Hongkong Club of that day, the entrance to which in ordinary way was reached by a flight of eight or ten steps, could be entered from the level of the street.

A matchbox occupied by coolies at the Mount Austin Hotel, now Mount Austin Barracks, was struck by lightning and eleven coolies were killed.

"The total rainfall during the storm, which lasted for three days, was a record, as during the time no less than 48 inches fell; while at one period 11 inches fell in some four hours."

Our informant added that his coolie's quarters were buried under a landslide, and two unfortunate men were buried with it, but subsequently rescued.

There were numerous incidents during the storm, such as the impassability of the roads for days. Many buildings also collapsed.

As a result, the nullahs were widened and large storm-water pipes inserted.

SEQUEL TO HAPPY VALLEY INCIDENT.

YOUTHS FINED AND BOUND OVER.

The case, in which two Chinese ladies, of Leighton Hill Road, summoned two youths, Hajee Mahomed Ismail, of No. 13, Sharpe Street, and A. H. Hartream, living at No. 15, Tai Wong Street, Wanchai, for assault at Happy Valley, on the evening of Wednesday, July 7th, was concluded at the Central Magistracy yesterday afternoon, before Mr. R. E. Lindsell, both defendants being convicted and fined, as well as being bound over to be of good behaviour for six months.

Mr. H. Somerset Fitzroy appeared for the prosecution; Mr. J. A. O'Donoghue represented Ismail, and Mr. W. B. Hind was for Hartream.

DEFENDANT'S STORY.

Giving evidence, Ismail recounted his bicycle ride with the other defendant across the path between the race course and football ground at Happy Valley. He said he saw two girls walking towards them and to avoid knocking them down he put out his hand and pushed one of them aside. In doing so, he nearly fell off his machine. This incident occurred about 70 yards away from the nearest light, and not close to a light as complainants had stated. He could not see them distinctly and did not recognise them. The third youth that had been referred to was some distance behind, and they missed him. Witness and the other defendant, turned back, without dismounting from their machines to look for him. They then went to the bicycle shop and returned their machine and on leaving there were told that their friend had been arrested for molesting a woman. On going to the police station, they found he had been discharged. Returning to the bicycle shop, they met the third man and all returned to witness's house. Later the two complainants came along and said they recognised him (witness) and the second defendant, and they were taken to the police station.

ASSAULT DENIED.

In reply to questions, defendant denied assaulting the complainants. He said he simply pushed one out of his way, as he was riding fairly fast, to prevent an accident. He did not know the complainants, although he had been friends with one of her brothers. Neither he nor his companions called out anything to them.

Mr. O'Donoghue said he had been instructed to submit that these proceedings were in the nature of being more or less malicious.

Mr. Lindsell said the fact that complainant had not been absolutely certain at first that defendant was one of the men alleged to have assaulted her was not material. It was obvious that defendants were there at the time with bicycles.

Mr. O'Donoghue said he admitted the defendants were there, but they denied committing an assault.

THE ERASURE OF ENTRIES.

Rufus Gomez, who said he was called F. Kelly as a nickname, gave corroborative evidence. With regard to obliterations and erasure of entries in the hiring book at the bicycle shop, he said that through being knocked over his bicycle, when he was chased by a brother of one of the complainants, his machine was broken and he had to take it back to the shop in a ricksha. In order that his friend Hartream should not be held responsible for payment for the damage, he crossed out Hartream's name and put his nickname in the book, accompanied by his correct name and business address.

Hartream, in giving evidence on his own behalf gave a similar explanation of what occurred in the path to that of Ismail.

CONVICTED.

Mr. Hind submitted that there had been a quarrel between the second defendant and a brother of one of the complainants. At one time a charge of indecent assault had been brought, but this was discharged. He submitted that the prosecution was malicious.

Mr. Fitzroy said indecent assault was not now alleged, but annoying incidents had been happening at Happy Valley with regard to Chinese girls and it was time it was stopped.

Mr. Lindsell: I convict both defendants. I accept the complainants' story as substantially true. I fine each defendant \$25, or fourteen days' hard labour in default, and, further, I bind each defendant over in a personal bond of \$50 and one security of \$50 to be of good behaviour for six months.

Defendants were given twenty-four hours in which to find the security.

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IN THE HIGH COURT OF JUSTICE.

PROBATE, DIVORCE, AND
ADMIRALTY DIVISION.
(Probate.)

TO BERNYCE HARVEY,
OF SHANGHAI IN THE REPUBLIC OF CHINA.

TAKE NOTICE that a Citation has been issued by the High Court of Justice in the Principal Probate Registry of the Court situate at Somerset House, Strand, London, England, and accept or refuse Letters of Administration of the Estate of the late **JOHN HARVEY** late of 5, HANCOCK ROAD, SHANGHAI, in China, Deceased, or show cause why the same should not be granted to **GEORGE BISBEE HARVEY** as the Lawful Father and Next of Kin of the said Deceased with an intimation that in default of your appearance Letters of Administration of the Estate of the said Deceased will be granted to the said **GEORGE BISBEE HARVEY**.

W. INDERWICK,
Registrar.

J. D. LANGTON & PASSMORE,
Solicitors,
2, Paper Buildings,
Temple, London.

NOTICE.

WE HAVE APPOINTED THE JARDINE ENGINEERING CORPORATION, LTD., our SOLE AGENTS for Hongkong and the whole of China and have CLOSED our SHANGHAI OFFICE.

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3790]

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AN INTERIM DIVIDEND OF TWO DOLLARS Per Share for the Six Months ending 30th June, 1926, will be payable on THURSDAY, AUGUST 5th, on which Date Dividend Warrants may be obtained on application at the Company's Office, 11, Queen's Road, Central.

The TRANSFER BOOKS of the Company will be CLOSED on FRIDAY, the 22nd JULY to WEDNESDAY, the 4th AUGUST (both days inclusive), during which period No Transfer of Shares can be registered.

By Order of the Board of Directors,
H. A. RODGERS,
Acting Secretary.

Hongkong, 14th July 1926. [3780]

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

THE TWENTY-NINTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, "ST. GEORGE'S" BUILDING, CHATER ROAD, on THURSDAY, the 22nd of JULY, 1926, at 11.30 o'clock A.M. for the purpose of receiving a Statement of Accounts and Report of the General Managers for the year ended 31st December, 1925, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, 16th of JULY, 1926, to THURSDAY, the 22nd of JULY, 1926, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 5th July, 1926. [3744]

NOTICE.

IN the event of the Consignees not taking Delivery of the undermentioned Goods now stored in the Company's Godowns at West Point by the 31st JULY, 1926, they will be SOLD at PUBLIC AUCTION to defray Cost of Storage, etc.

Godown No.	Particulars	Date of Sale	Consignees
7518	37 c/s Merchandise	19/8/21	Geo. Banker
7530	76 pcs. Iron Pipes	5/3/21	"
7564	6 c/s Merchandise	"	"
7564	8 "	1/4/21	"
7656	0 "	7/6/21	Cheung Hing
7818	12 "	9/5/21	Wing Hing Loong
5449	33 b/s Tobacco Leaf	5/8/16	Mow Sing

For CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 10th July, 1926. [3734]

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The Daily Press.

HONGKONG, JULY 21st, 1926.

THE PRIME MINISTER OF

ENGLAND.

It is one of the commonplaces of history

that a national crisis discovers the man

to deal with it. The time of danger

is the testing time, and a sudden

emergency provides the opportunity for

strong personalities to stand revealed

before the world. Never has this been

more truly proved than in the case of

Mr. STANLEY BALDWIN, the present Prime

Minister of England. He emerged from

the crucial test of the General Strike

with his public reputation and his per-

sonal popularity magnified. All shades

of political thought at home combine in

admiring the way he faced the situation.

The fact that a reconciliation was so

speedily effected was largely due to the

confidence which both parties placed in

Mr. Baldwin's word and in his character.

Throughout his career the guiding in-

fluence in his life has been a sense of

character, and it is that which has raised

him to his present height of universal

esteem.

Speaking at Worcester about three

years ago he said, "I have but one idea,

which is the idea I inherited, and it is

the idea of service—service to the people

of this country. It makes very little

difference whether a man is driving a

tramcar or sweeping streets or being

a Prime Minister, if he only brings to

that service everything that is in him

and performs it for the sake of man-

kind." It is this spirit, borne out by his

own action, that makes the Prime

Minister understood and appreciated by

the men who control a great business

enterprise or who sweep the street.

We are prompted to write of the Prime

Minister because there is in course of

publication by Messrs. Chapman and

Hall a brief but searching biographical

character study of him. An advance copy

of the book has reached us. The writer,

Mr. ADAM GOWANS WYATT, has enjoyed

special opportunities for gathering in-

formation hitherto unrevealed to the

public. Readers who are unfamiliar with

the details of Mr. Baldwin's parentage

will be interested to discover that he

owns on his mother's side the same

grandfather as Mr. RUDYARD KIPPLING.

The daughters of that branch of the

MacDONALD family made a series of

brilliant marriages. ALICE, the eldest,

married J. LOCKWOOD KIPPLING, and be-

came the mother of the Laureate of

Empire. GEORGINA married Sir EDWARD

BURNES-JONES; ANNE married Sir EDWARD

POYNTER; and LEUISA married the father

of the present Prime Minister who was

of a Quaker strain.

In dealing with great industrial ques-

tions like the trouble in the coalfields

the Prime Minister has first-hand know-

ledge of the problems that confront all

those who have to try to compose the

differences that inevitably arise from time

to time between Capital and Labour.

The BALDWINs have been connected with

industry for generations. They establish-

ed their iron founding business in

Worcestershire about one hundred and

fifty years ago, and though its trade

developed with great rapidity it never

lost its intimate family character. The

employer knew all his workmen by name,

and took a personal interest in their

working lives and in their homes. Mr.

STANLEY BALDWIN has, therefore, been

accustomed from his youth up to study

the conditions of labour from the inside,

and to sympathise both with the work-

men's and the master's point of view.

At Harrow and Cambridge he was not

one of those pushful people who work

themselves into a spurious reputation.

He did not seek academic distinctions,

nor was he the man to advertise himself

among his contemporaries. He entered

the business of his father at the age of

twenty-one, and devoted himself for

twenty years to its development.

The Prime Minister's public

TIENTSIN SHOOTING AFFAIR.

BRITISH POLICE INSPECTOR DIES OF WOUNDS.

AMAZING SCENES IN FOREIGN CONCESSIONS.

[THROUGH REUTER'S AGENCY.]

TIENTSIN, July 19th.

Amazing scenes occurred in the early hours of this morning when an armed gang shot down a number of Police in the British and Japanese Concessions, among those seriously injured being Assistant Inspector Kellacher, of the British Concession Police.

It appears that a policeman on duty on the meadows at the Race-course Road corner stopped a jinrikisha containing a Chinese carrying a suspicious bundle. On being examined at the Police Station this was found to contain revolvers and ammunition.

POLICE MET BY FUSILLADE OF SHOTS.

Acting on information given by the arrested man Inspector Kellacher organised a raiding party, numbering about a dozen, who entered a house in the London Road district, where they were met by a fusillade from guns from about a half dozen heavily armed ruffians.

Inspector Kellacher fell, pierced by three bullets in the body, whilst a Chinese corporal was also shot down, after which the gang broke through the cordon and cleared away, apparently escaping into the Japanese Concession.

THREE CONSTABLES SHOT.

About two a.m. a Chinese policeman in the Japanese Concession called on two suspicious characters to stop, whereupon he was shot down. Two more Police, on coming in response to a whistle, were also shot down, terribly wounded.

The Japanese Police authorities took the strongest precautions and the Concessions were literally encircled with Police, but the ruffians cleared through into the Chinese City.

DEATH OF INSPECTOR KELLACHER.

TIENTSIN, July 20th.

Assistant Inspector Kellacher died of his wounds early this morning.

THE BOXER INDEMNITY.

COMMONS AND THE FUTURE OF WEIHAIWEI.

LONDON, July 19th.

In the House of Commons, replying to questions, Mr. Locker Lampson stated that the Report of the Boxer Indemnity Delegation to China would be submitted to the Buxton Advisory Committee soon.

The Committee had already approved one of the Delegation's recommendations which His Majesty's Government had adopted in principle, subject to Parliamentary approval—namely, that, after the general lines of expenditure are laid down, the control and administration of the Fund be entrusted to a joint Board of Trustees in China, which shall submit an annual statement of receipts and expenditure to the Governments of China and Great Britain. This decision would necessitate an Amendment Act and legislation would be introduced in due course.

Replying to Mr. Somerville, Mr. Locker Lampson said there would be three Chinese members on the Board of Trustees.

FUTURE OF WEIHAIWEI.

Viscount Sandon proposed that the Secretary for the Colonies suggest to the League of Nations that Weihaiwei should be definitely mandated to Britain in trust for China for a specific period.

Mr. Ormby Gore replied that Mr. Amery was well aware of the objection to which Lord Sandon referred against leaving the place in suspense with regard to its political future for a long period, but the position of Weihaiwei was necessarily a matter between His Majesty's Government and the Government of China and he did not feel that any form of application to the League of Nations was likely to improve the position, which must be regarded as part of the general situation in China.

WAR DEBTS.

U.S. POLICY CRITICISED IN BRITISH COMMONS.

MR. PHILIP SNOWDEN'S VIEWS.

[THROUGH REUTER'S AGENCY.]

LONDON, July 19th.

In the House of Commons, the debate on the French debt settlement was noteworthy for the very frank statements with regard to the United States' attitude to the debts.

Com. Hilton Young pointed out that in a few years Britain would be paying £38,000,000 per year to the United States, while she could not hope to receive more than £33,500,000 millions for debts from all sources. He contended that the debts should not be dealt with on a strictly commercial basis for the sake of Anglo-American relations in the future.

LABOUR OPINION.

Mr. Philip Snowden declared that he did not regard Mr. Churchill's promise to consider representations by France for a modification of the agreement as in anywise binding on any future British Government. He asserted that our continental debtors owed us £20,000,000,000 on which we were paying £100,000,000 yearly as interest while we receive less than £20,000,000 yearly from our debtors. The American debt settlement was most unfortunate, and but for it the way would have been open for a complete cancellation of debts. America in fifteen years time would be getting the whole of the repayments paid by Germany and none of the European allies would be getting a single penny. That position could not permanently endure. (Cheers.) Mr. Snowden suggested that the countries of Europe would have to assist France as they assisted Germany, Austria and Hungary by means of the Dawes plan.

MR. CHURCHILL'S DEFENCE.

Mr. Churchill in the course of a lengthy defence of debt settlements, said that the Government was inclined to the view that within twenty years there would be a revision of all war debts. He emphasised that if France raised the question of modification of the annuities we were perfectly free to argue to the contrary. Referring to the letter from Mr. Mellon he alluded to a passage in the letter not contained in the Reuter report sent out, in which Mr. Mellon is represented to have stated that Britain borrowed a large proportion of her debts for purely commercial as distinct from war purposes, including *inter alia*, the furnishing of India with silver. Mr. Churchill said that this was a complete misapprehension of the facts of the case. (loud Ministerial cheers.) The misapprehension was so serious that it almost made him doubt the authenticity of the passage. He emphasised that all the United States loans to the Allies were specifically limited by Act of Congress to war purposes and every cent was spent in the United States. Between 1917 and the end of the war we spent over \$7,000,000,000 in the United States, of which we borrowed \$4,000,000,000. The Silver Loan for India was treated quite separately from war debts and was fully repaid in 1923. (Ministerial cheers.) There was a good deal of resentment and ill-feeling regarding this debt and it was most important that the resentment should not be increased by any misunderstanding of the facts.

GOLD RESERVE.

Questioned about the £33,500,000 non-interest-bearing debt which France owes England, Mr. Churchill said that this was the equivalent of gold transferred to Britain by France in 1918 against advances made to France under the Paris agreement of August 24th, 1918. He believed the gold was now in the vaults of the Federal Bank of the United States. It was sent to America during the war and it had never been in the British gold reserve.

CANBERRA.

DUKE OF YORK TO OPEN AUSTRALIAN PARLIAMENT.

MELBOURNE, July 19th.

Lord Stonehaven announces that the Duke of York will open Parliament at Canberra, the new Capital.

FRENCH SITUATION.

M. HERRIOT'S NEW MINISTRY FORMED.

"HOW LONG WILL IT LAST?"

[THROUGH REUTER'S AGENCY.]

PARIS, July 19th.

M. Herriot announced at noon that the Cabinet would be formed by the evening. He says he has been assured of co-operation by some of his colleagues and this is regarded as meaning that it will be based on a union of the Left parties. It will probably include M. Herriot (Premier and Foreign Minister) and M. Demoiné, who is the advocate of the capital levy as Minister of Finance.

THE FRANK.

LONDON, July 19th.
French francs on London closed at 232.25 and Belgium francs at 209.50.

CABINET COMPLETED.

PARIS, July 19th.

M. Herriot completed his Cabinet at midnight. He is himself Premier and Foreign Minister; M. Demoiné is Finance Minister; M. Painlevé is Minister of War; and M. Doucœur is Minister of Commerce.

MANY NEW MINISTERS.

LATER.

Compared with M. Briand's Cabinet, M. Herriot's list is completely new. It contains several 'little-known personalities' but betrays a very strong bid for Cartellist support in the appointments of M. Chautemps as Minister of Interior, M. Renoult (Marine), M. Bonnet (Pensions) and M. Dariac (Colonies).

LEANING TO CENTRE.

The Ministry is mainly Radical-Socialist, preponderantly Cartellist though excluding Socialists, who, like Demoiné, favour the capital levy but withhold support pending the development of the Government's policy. On the contrary, a leaning to the centreward is revealed by the choice of M. Painlevé and M. Doucœur, the latter a millionaire largely responsible for post war reconstruction of devastated regions.

SCEPTICAL PRESS.

Judging from the anticipatory newspaper comment, the Herriot Ministry has opened under most unhappy auspices. The *Journal des Debats* says that whereas France needed a government she is getting a Ministry of national calamity.

The *Temps* says that instead of forming a Ministry of national union for public salvation M. Herriot has composed a Cabinet of national diatribe for the salvage of the Left cartel. It predicts a brief span of further convulsions, then the situation will become grave and then dramatic.

La Liberté expects that M. Herriot will meet foreign commitments by inflation. "Our unfortunate country does not deserve to suffer such depths of calamity and infamy."

Even the *Paris Soir* which supports the Cartel, doubts M. Herriot's ability to solve the crisis and asks what his programme will be and how long will he last?

THE FRANK.

LONDON, July 20th.

The franc opened to-day at 232.

PARIS, July 20th.

The likely duration of the new Government is the predominant topic of the moment. While some papers forecast a smooth passage at the outset others prophesy that the advocates of the Government of the National Union, headed by M. Franklin Bouillon, will launch an attack at the earliest opportunity, and the Herriot administration will have its work cut out to secure a majority, especially if the Communists decide to oppose it.

Alternatively, it is expected, even if the Ministry scrape through the Chamber with a small majority, it will be more doubtful of encountering similar success in the Senate.

The *Journal* quotes the remarks of M. Demoiné yesterday, indicating that he favours a modified policy and "full powers" for the Finance Minister, which spells the doom of his predecessor.

[THROUGH REUTER'S AGENCY.]

DEFENCE OF THE FRANK.

After the constitution of the new Cabinet, M. Herriot declared the Government of the Republics Union has only one object in view, which is the defence of the franc, and was exclusive of all partisan spirit. The Government promises an energetic administration to the country, and requests the nation to be calm, which is one of the indispensable factors for its recovery.

According to the papers the Cabinet will ask Parliament for certain freedom of action in financial questions.

THE AUSTRALIANS.

DEFEAT WEST OF SCOTLAND AT PARTICK.

CENTURIES BY PONSFORD AND MACARTNEY.

[THROUGH REUTER'S AGENCY.]

LONDON, July 19th.

In the two-day match at Partick between the Australians and the West of Scotland, the Australians won by an innings and 89 runs.

Batting first, the West of Scotland scored 163, Arthur Richardson taking four wickets for 31 runs.

The Australians made 368 for six wickets and declared. The Scottish bowling was freely hit, and W. H. Ponsford and C. G. Macartney both passed the century mark, though Ponsford was defeated when he had reached 109 and Macartney's wicket fell at 108.

The West of Scotland were dismissed at their second venture for 146, Everett taking four for 84.

COUNTY PROGRAMME.

FAILURE OF NORTHANTS AGAINST GLAMORGAN.

LONDON, July 19th.

Glamorgan defeated Northamptonshire in two days at Kettering, and once again Bell, their sensational hitter was to the fore, with a contribution of 153 out of 293 (for 5 wickets) in the second innings, which gave the Welsh county a five wickets victory.

There were five runs between the sides at the end of the first innings, and a gallant effort by H. F. Bellamy enabled Northants to score 236. Requiring 232 to win Glamorgan knocked them off for the loss of five wickets, Bell scoring nearly two-thirds of the total himself.

The full scores were:
Northants: 181 and 236.
Glamorgan: 105 and 232 (for 5 wickets).

J. W. Timms scored 63 in the Northants first innings, while Mercer took five wickets for 83 runs.

Clark, whose sensational bowling effort against Yorkshire is now in the memory, took 5 wickets for 57 when Glamorgan batted.

For Northants in their second innings, Bellamy batted brilliantly. He was undefeated at the close with 59 to his credit.

Bell scored at a good pace and when he lost his wicket with his individual score at 152, victory for Glamorgan was assured.

COLLISION IN MID-AIR.

FAMOUS SPANISH AIRMAN KILLED AT BARCELONA.

BARCELONA, July 9th.

As the result of the collision of two naval seaplanes at a height of one hundred metres, Lieutenant Duran, who accompanied Franco on the Spain-Argentine flight, has been killed. A destroyer rescued the airmen from the sea, but Duran died from his injuries after he was picked up.

MORE CALCUTTA RIOTS.

POLICE OPEN FIRE ON COMMUNAL COMBATANTS.

CALCUTTA, July 19th.

Serious Hindu-Muslim rioting has occurred in a suburb. The police fired and four Mohammedans were wounded and sent to hospital. The firing continues.

MR. BALDWIN.

"ONE OF THE GREATEST TRIUMPHS OF HISTORY."

The Freedom of the City of Edinburgh was conferred upon the Prime Minister in the McEwan Hall, in the presence of a large gathering.

In presenting to Mr. Baldwin the silver casket containing the freedom, the Lord Provost said that the Premier came fresh from one of the greatest triumphs of history. Mr. Baldwin was the man of the hour, and it was no small satisfaction to the citizens of Edinburgh that it had fallen to them to give him the first formal expression of gratitude which all his fellow-countrymen owed him for the way in which he successfully brought them through one of the greatest crises in their history.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

TARIFF CONFERENCE.

PROSPECT OF A RESUMPTION.

PEKING, July 20th.

The Acting Foreign Minister has invited the Foreign Delegations to meet the Chinese Delegates (who were appointed by mandate on the 15th inst.) and informally discuss the continuation of the Tariff Revision Conference on the 23rd inst. (Thursday).

THE JAPANESE RIOTING.

POLICE REINFORCEMENTS BEING HURRIED TO SCENE.

TOKYO, July 20th.

Vernacular despatches from Nagano state that the mobs continue threatening the authorities. Virtually all the police stations are surrounded, and the police are unable to make arrests.

The Government fears to use troops, but heavy reinforcements of police, it is reported, are en route, after the arrival of which it is expected numerous arrests of leaders will be effected.

It is reported that prominent members of the Prefectural Assembly are among the rioters.

It is understood that the entire district is in confusion and the populace is greatly excited.

ROMANCE OF THE PEERAGE.

MR. GILBERT HAY TO MARRY THE HON. ROSEMARY GUEST.

LORD WIMBORNE'S DAUGHTER.

The engagement is announced of the Hon. Rosemary Guest, elder daughter of Viscount Wimborne, and the Hon. Gilbert Hay, younger son of Lord and Lady Kilmarnock, and grandson of the Earl of Erroll.

The Hon. Gilbert Hay is 23. His elder brother married a few years ago, at the age of 22, a daughter of Earl de la Warr, and lives in Kenya Colony.

The Hon. Rosemary Guest is only out of her teens this year. Her father, Viscount Wimborne, was known in the House of Commons for years as the Hon. Ivor Guest.

Miss Guest, who is a noted horsewoman, came out last year, when Royalty attended a brilliant ball given in her honour at Wimborne House.

Lord Kilmarnock's hobby is play-writing. He has had farces produced in London and Berlin. When, a couple of years ago, "The Dream Kiss" was produced at Wimbledon, it was revealed that the author, "Joshua Jordan," was really Lord Kilmarnock, safeguarding his diplomatic dignity as British Commissioner on the Inter-Allied Rhineland High Commission under an alias.

He has also written a novel. His dramatic facility is believed to be inherited, for his father, the Earl of Erroll, is the great-grandson of the famous Mrs. Jordan.

Lady Kilmarnock is a sister of Sir Victor Mackenzie, who was best man to Viscountess Lascelles at his wedding to Princess Mary, The Earls of Erroll and Kilmarnock are heir to the present Earl—are hereditary High Constables of Scotland.

£60,000,000 IN TWO HOURS.

ISSUE SUBSCRIBED TEN TIMES OVER.

The new £60,000,000 New Zealand loan offered for public subscription in London was subscribed ten times over within two hours of the opening of the lists.

Prospectuses were available at the Bank of England, and before the opening time there was a queue of messengers waiting for them to be issued. Many applicants, however, relied on the application forms published in the newspapers.

25 IS. 6D. PER CENT.

The £60,000,000 of five per cent. stock was offered at a price of 98 10s. per £100 of stock, the yield thus being 25 is. 6d. per cent. The market is short of trustee securities giving such a favourable return.

Moreover, the Government of New Zealand in their prospectus took the public into their confidence, which is not always the case when Governments of the overseas Dominions come here for money.

Details of the financial position of New Zealand were given, while it was clearly indicated that large portions of the sum borrowed would be spent in England in connection with the public works in New Zealand for which the loan is required.

Another interesting fact contained in the prospectus was that all reparations moneys received from Germany are to be applied in the further reduction of the war debt of New Zealand.

800-YEAR-OLD FRIENDSHIP.

ANGLO-PORTUGUESE UNITY.

KNIGHTS OF THE ROUND TABLE.

Reference to the long alliance that has existed between the English and Portuguese peoples was made by the Portuguese Ambassador (General J. M. R. Norton da Matta) when he was the guest at dinner at Simpson's Restaurant, London, of the Knights of the Round Table Club. The Knights were presided over by the Knight President, Commander Sir A. Trevor Dawson, who occupied the seat of King Arthur, and were arrayed in the customary regalia of their order. The Knight Vice-President, Mr. Albert C. R. Carter, who proposing the toast of "King Arthur," quoted, amid laughter, a Portuguese proverb, which runs, "A woman is as old as her heels, and a man feels as old as his boots."

The Portuguese Ambassador, replying to the toast of his health, proposed by the Chairman, who also invested him with the Order of a Senior Knight Vice-President, said that Great Britain and Portugal had had a life-long history of alliance, almost since the constitution of the Portuguese nation in the middle of the 13th century. English crusaders fought side by side with the Portuguese against the Moors to help them to take Lisbon in 1147. One English name, the chief of those Crusaders, William Longsword, figured in Portuguese early chronicles. The alliance was confirmed for the first time by means of a Treaty during the reign in England of Edward I. and in Portugal of Don Diniz, and had been in existence for 600 years. (Cheers.) On many occasions since the taking of Lisbon the English and the Portuguese were found fighting side by side in the field of battle against one common enemy. Those historical days of fighting constituted a strong tie of friendship and fraternity between the two countries. But other fields of battle existed where English and Portuguese were found in the realisation of the same objective—the work of civilisation and progress which the Portuguese and English had carried on in distant parts of the world, India, China, and other parts of the Far East, and in America and Africa. In view of the ancient union between the two nations, he was glad to receive the title of Knight-Brother conferred on him by such a distinguished and old English club. In the future it was essential for the same relations of alliance to continue between the two countries. The spirit of peace, harmony, and security that, since the Great War, had more and more taken possession of the world was principally due to the endeavour and diplomacy of Great Britain, and this spirit would remove, perhaps for ever, the possibility of any military action in which Great Britain and Portugal might be engaged.

Sir Albert A. M. Sullivan, K.C., proposed. Our other Guests, to which Baron Alberto de Souza, Lieut.-Colonel E. W. Johnston, and Dr. M. J. Rowlands replied.

Among those present were: The Rev. H. N. Burden, Sir James A. Cooper, Mr. Harry Dawson (President, Huddersfield Chamber of Commerce), the Hon. George Fairbairn (Agent-General for Victoria), Sir Joseph Isherwood, Sir James W. Jamieson (Consul-General, Canton), Sir John Martin Harvey, Sir James Campbell Percy, Captain James S. Rankin, Lieut.-Colonel Nathan Raw, Captain J. Bell White, Mr. J. H. Watts, Rev. A. B. Clemens, Mr. C. W. Berry, Captain H. E. P. Dyke-Acland, Squadron Leader A. R. Boyle, Major F. Hobday, Prof. J. Addyman Gardner, Mr. Albert C. R. Carter, Mr. William Woodward, Mr. Albert E. L. Slazenger, Mr. P. D. Green, Lieut.-Colonel J. A. dos Santos Lucas, and Mr. Ernest Nicka.

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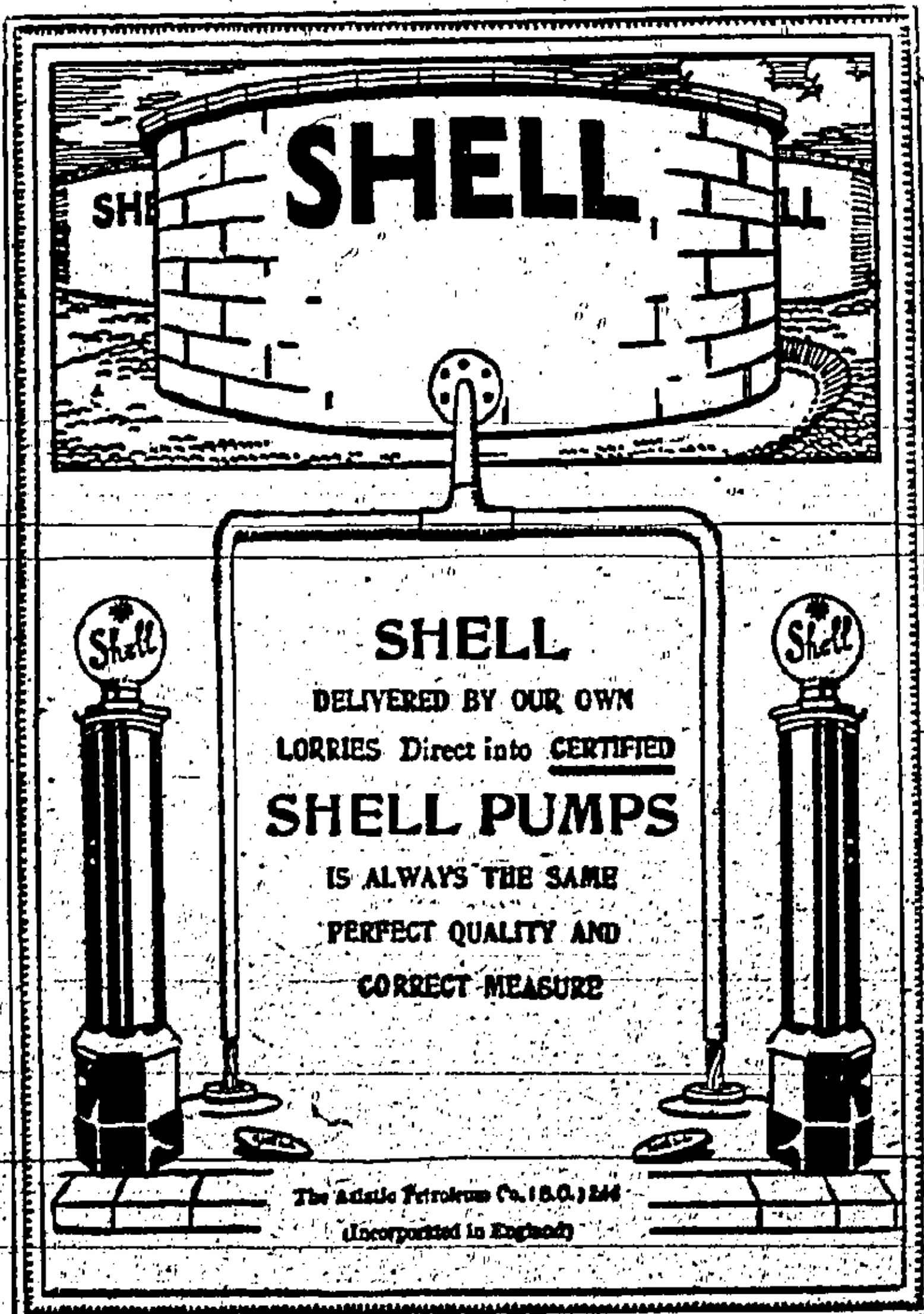
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SOCONY
MOTOR OILS
AND
GASOLINE

Motoring Notes:

A Weekly

Review dealing with matters of interest to all local motorists.—Causes of Accidents—The Storm and the Roads.

[BY AN OWNER-DRIVER.]

THE DAMAGED ROADS.

It will be some time before motor-cars will be able to move about the Colony freely, although some of the older roads stood the effect of the torrential down-pour much better than might have been expected.

On Monday evening it was possible to motor from the central districts out to Repulse Bay. As the water was cut off from many houses no doubt motorists will appreciate bathing at Repulse Bay more than usual during the next few days.

Various estimates, or guesses, have been made about the time that will elapse before Stubbs Road is again open to motor traffic. "They say" it will take at least one week, but it may be longer.

It is inevitable that these landslides will take place on new roads. The disintegrated granite behaves in a manner that cannot be foreseen.

Even if it were possible to build local roads that could be guaranteed to be free from the effect of landslides—it would be an expensive guarantee—the cost would be enormous. We are fortunate in that all of the roads have been made by engineers who knew what they were up against. They stand up well to the stresses put on them by the weather.

THE ADVENTURERS.

It is said that two residents at Shek O motored in to town on Monday morning. It must have been a dangerous proceeding. They probably did not return that night.

The fact that they were able to get in to town shows that the road was not entirely washed away at any place.

The most vulnerable portion of it is between the hair-pin bend and the club house.

SAFETY FIRST.

The Peak residents had various adventures. At least one party motored out to Pokfulam and climbed up the road that leads to the Peak, commencing near the reservoir. It was generally believed that that route was the least dangerous on Tuesday night.

The road out to Pokfulam is now in a fairly stable condition. There were no serious landslides.

A few years ago a motorist had a narrow escape on the road just a little to the west of the Pumping Station where the big boulder now rests.

There was a big landslide just below the new reservoirs. A most sturdy retaining wall has been built since, and there will be no more danger there.

THE GARAGES.

As the road between Happy Valley and the central district was impassable it was difficult to hire a car. At 5 p.m. and again at 6.30 p.m. on Monday night one Peak resident telephoned to three garages for a car to take him out to Pokfulam but the reply came in each case "No car do."

Motorists in Kowloon appear to have been much more fortunate than those on the island. The mainland roads are said to be fairly clear.

Accidents will happen, take we never so many precautions. Nature behaves in an unexpected manner in the tropics.

We must console ourselves with the belief that we have had the one storm that comes, let us say, in each half century.

We may hope that we have had all the landslides likely to take place this year.

Nearly all of them took place between 8 a.m. and 10 a.m., so that a tremendous amount of rain was required before there was any movement in many places.

THE HUGE BOULDER.

A visit to the Pumping Station on the road to Pokfulam is worth while. The track of the falling boulder is clear enough. It must have fallen from a height of something like two hundred feet above the engine foundations which finally brought it to rest.

A casual glance at that track is enough to convince any motorist of the danger of driving a car outside of the central

district during, or soon after, very heavy rains.

One of the engineers of the P.W.D. estimated that the boulder contained about 72,000 cubic feet of granite. He said that the dimensions of it are (roughly) 80 feet by 40 feet by 30 feet.

A cubic foot of granite weighs about 170 pounds. If the above dimensions are correct the weight of the boulder is more than 8,000 tons.

Assuming that the engineer had greatly over-estimated the dimensions of the boulder—it lies like a huge pebble in its present position—it must certainly be more than 2,000 tons in weight.

It finally fell on to the concrete foundation of the engine bed, completely smashing the large engine that was used for pumping water up to the Peak.

That concrete engine bed was just about the right sort of stuff for the boulder to fall on; moving at the speed it had gained during its wild rush down the hill-side. It hit with terrific force.

THE EFFECT OF RAIN.

If it had fallen on to the road it must have buried itself fairly deep even if it had not carried away the road.

What is, the real cause of such a disaster?

It is an unfortunate fact that dotted all over the hill sides of the Colony there are many granite boulders of varying sizes. They are more or less buried in the earth which mostly consists of disintegrated granite. The torrential rains wash away the earth that is around them and, at some critical moment, the boulder topples over. It may immediately be brought to rest by the formation of the ground near to it. Or it may move down towards the sea.

It is surprising that we do not hear of more movements of boulders even though many of them are "anchored" into a position that makes it impossible for them to move.

Old residents say that this is the first time that they can remember any movement of a boulder of such big dimensions. It usually happens that the boulders find their way into nullahs. They choke up the nullahs and damage the sides. The lesson of these recent storms is the need of big nullahs to carry away the water and debris into the sea.

POLICE PROSECUTIONS.

During the year 1925 there were 5,338 prosecutions under the traffic regulations and the sum of \$22,238.50 was collected in fines. The increase in the number of prosecutions, as compared with those of the previous year, was about eleven per cent., but the increase in the value of the fines collected was about twenty-five per cent.

It seems clear that the magistrates have been imposing heavier fines, or perhaps the police have been securing more convictions.

It would be of interest to know how many of the convictions were against motor-car drivers. Also how many were for trivial offences that usually carry a fine of \$5 as the penalty.

Some of the prosecutions failed. If, however, we assume that about ninety per cent. of the prosecutions were successful then the average fine works out at about \$5 a time. Of course, the magistrates sometimes deal leniently with a first offender. A caution is sufficient for the "crime."

Since the chief magistrate has become an ardent motorist we may hope that he will remember the great difference between dangerous driving and the actual speed of the car.

THE GOOD DRIVER.

An amateur and nervous driver is more dangerous steering a car proceeding at fifteen miles an hour than is an experienced and reliable driver who is "speeding" at thirty miles an hour.

In actual fact no driver can be considered reliable until he has had at least a year's experience. When a case comes before the magistrate, one of the questions that might well be asked is "How long have you been driving regularly?"

It is a good rule that a new car should not be driven at a speed exceeding twenty-five miles an hour for the first 500 miles. That is to ensure the smooth running of the working parts.

It is a good rule for new drivers not to exceed a speed of twenty-five miles an hour for the first three thousand miles. Of course, that is a counsel of perfection that no new driver will ever heed.

The inexperienced driver likes to "step on the gas" and the exhilaration of moving fast is a great temptation.

SUDDEN OBSTACLES.

Carelessness is the cause of many accidents. The good driver is one who is never careless.

It is much more difficult to drive a car in this Colony than in London or other parts of Great Britain.

The Chinese pedestrian is less dangerous than was the case four or five years ago but even to-day there are many who walk on the roads and who behave in a most unexpected manner.

It is by no means unusual for a coolie to dart right across the radiator. There is a theory that this is done with a definite purpose in view. The idea is that everyone is followed by devils and if the coolie can dash across the front of the car then the car will run over the (invisible) devils.

It is an ingenious theory but as it is related by Europeans it may be just an imaginary solution of a peculiar problem.

There seems no other way of accounting for the sudden dash right across the car. Yet the "devil" theory seems too absurd to be true.

It is the suddenness of their actions that upsets the driver unaccustomed to the peculiar behaviour of local pedestrians.

THE USE OF THE HOOTER.

It is difficult to know whether it is better to hoot continuously while passing through a crowded thoroughfare or to go along quietly.

As soon as the pedestrian hears a car coming he jumps! Lucky is the motorist if he does not jump the wrong way.

THE PASSENGERS.

Accidents are often caused by passengers who will carry on a conversation with the driver. Even the most experienced drivers need to concentrate all their attention on the car when it is passing through Wanchai or along Caine Road or some other congested thoroughfare.

One of the sources of wonder for the British motorist in this Colony is the number of Chinese passengers that are crowded into a car.

It says much for the strength of the modern chassis that there are practically no accidents due to overcrowding.

It is, of course, most unfair to the car. "We might get a broken axle," said one Chinese owner, "but 'maskee' we can get that spare part."

Overloading a car means more trouble than a broken axle, but the Chinese driver like the lily of the field—takes no thought for the morrow.

There are some good Chinese drivers in this Colony—especially owner-drivers who have made a close study of the mechanism of their car.

There are some good Chinese chauffeurs—and there are some bad ones. An average wage seems to be \$50 a month for a chauffeur.

SUPER-LUBRICATION.

A proud owner of a new Packard was discussing with the writer the subject of lubrication.

"Come and look at my car," he said. We walked a few yards. There it was, in splendid condition. The owner took a real and a just pride in its appearance. He is a man who has lived amongst motor-cars for many years. He is an up-to-date edition of Kipling's marine engineer who had an affection for the machinery he tended. He loves his car.

My friend looked at his Packard with the same queer mixture of pride and affection that a mother shows when she is looking at a pretty and well dressed daughter.

"Talking about lubrication," said my friend, "what do you think of this?"

He pulled a handle that was just under the dashboard. It looked like the top of a syringe.

"Oil goes at once to forty-five points on the chassis," he said.

I think it was "forty-five" but it might have been more or less, but that does not matter.

What is really important is that every part of the chassis that needed lubrication got it whenever he pulled the handle just below the dashboard.

EVERYTHING AUTOMATIC.

For those of us who are very keen motorists, but who must look hard at every dollar before we spend it, the Packard is a dream of the distant future. It is a high grade car and if you want a high grade car you have to pay more than \$2,000 and perhaps more than that again. Of course, it is worth it in the long run to get high grade machinery, but it requires either a good bank balance or a winning way with anyone who will advance money.

The motorist of to-day seems to have nothing to worry about. What with automatic engine lubrication and the perfection of automatic chassis lubrication and automatic advance and retard of the spark—why, nearly everything now-a-days is automatic!

Of course, there are still grease caps to be found on cars. About four years ago some ingenious fellow introduced the grease gun. That was a step in the right direction. It cannot, however, compare with the simplicity of the arrangement my friend showed to me.

It pays to watch the lubrication of the many joints. It also is as well to remember that there is the correct lubricant for every part of the car that requires it.

The vendors of oil will give you advice on the subject. The big companies that market lubricating oil know all about every car on the market. Their engineers have decided what is the right grade of oil for engine, chassis and other lubrication.

FOUR WHEEL BRAKES.

Not all of the new 1926 cars are fitted with four wheel brakes. There is at least one popular make that is well-represented in this Colony that has not this latest fitting—as part of the standard equipment.

The use of these brakes requires care. It is a temptation to press down the pedal suddenly, but the result is apt to be alarming. In emergency it is excusable, even if the car is so suddenly brought to a standstill that the passengers are frightened.

There may be trouble, however, with the fellow just behind. If he has no four wheel brakes he will be wise to keep a good distance between his front wheels and the car in front of them.

There is the story of the car carrying a small notice on the back buffer. It ran "If you can read this you are a damned sight too close."

It cannot be accepted that four wheel brakes have no disadvantages, but it is certain that the present design will be improved upon.

It is probable that in the 1927 models we shall see that more attention has been paid to this problem.

Like everything else connected with machinery you have to get used to four-wheeled brakes to use them properly.

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CONSUMPTION HAS BEEN CURED. A REMEDY FOR CONSUMPTION HAS BEEN FOUND.



DEREK YONKERMAN, DISCOVERER OF THE NEW REMEDY FOR CONSUMPTION.

Marvellous as it may seem after centuries of failure, a remedy has been discovered that has cured the deadly Consumption even in the advanced stages of the disease. No one will longer doubt that Consumption can be cured after reading the proof of hundreds of cases cured by this wonderful discovery—some after change of climate and all other remedies tried had failed, and the cases had been pronounced hopeless of cure. This new remedy has also proved itself effective and speedy in curing Catarrh, Bronchitis, Asthma, and other serious throat and lung troubles. In order that all in need of this wonderful produce of science may test its efficacy for themselves, a company has been formed to give it to the world, and a Free Trial Treatment can be obtained by writing the Derek P. Yonkerman Co., Ltd. (Dept. 257) 118/120, Fleet Street, London, E.C. 4, enclosing 6d. in British Postal Order to cover cost of carriage and packing, and mentioning this paper. The trial treatment will then be sent by return mail, carriage paid.

ABSOLUTELY FREE.

Do not wait if you have any of the symptoms of Consumption, if you have Chronic Catarrh, Bronchitis, Asthma, pains in your chest, a cold on your lungs, or any throat or lung trouble. Write to-day for a free trial treatment and book of instructions, and benefit yourself before it is too late.

FINDLATER'S STAG'S HEAD BRAND BRITISH LAGER BEER

VERY LIGHT AND
WHOLESOME

\$17.00 PER CASE OF
6 DOZEN PINTS.

Or \$3 per doz n including duty
delivered to your residence.

SOLE AGENTS—

GILMAN & Co., Ltd.,

Hongkong Bank Building.

Tel. C. 290.

NORDDEUTSCHER LLOYD, BREMEN.

THE MOTORSHIP "FULDA"
having arrived from BREMEN, HAMBURG and other ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 22nd of July, 1926, will be subject to Rent. No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ainslie, at 10 a.m. on the 20th of July, 1926.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the Undersigned for countersignature.

MELOCHERS & CO.,

Agents:

NORDDEUTSCHER LLOYD, BREMEN.

Hongkong, 15th July, 1926.

[8783]

MARTIN'S PILLS

APIOL & STEEL

Sure and certain for all Female complaints. Every lady should keep a box in the house.

Chemists and Stores sell them throughout the world.

Proprietor:

MARTIN, Chemist, Southampton, England.

THE "EASTERN EXTENSION." NEW CABLES IN OPERATION. THE COMPANY AND CHINA.

Presiding at the meeting of this company, held on June 10th, at River Plate House, E.C., the chairman, Sir John Denison-Pender, G.B.E., K.C.M.G., in the course of moving the adoption of the report, said:

A comparison of the accounts with those of the preceding year shows a decrease in the gross revenue of £20,334, while ordinary expenses are practically the same as those for 1925. The balance we have to deal with, including £409,140 brought in, is £1,353,434, out of which £450,000 has been placed to the general reserve fund; £400,000 paid in dividends, and £413,434 has been carried forward.

I may here explain the item "Loss on sale of investments, £100,888," which appears in the statement of the general reserve fund. Until February, 1925, it was customary for the Government of Indo-China to settle their traffic accounts with the company by means of franc drafts on Paris, the proceeds being transferred to London at the then ruling rate of exchange of the day. Owing to the falling exchange, these drafts were, from 1916, invested in Paris in short-dated National Defence 4½ per cent. and 5 per cent. Bonds, until 1922, when the total amount of these bonds was re-invested in Credit National 5 per cent. Bonds, 1925. On the latter bonds falling due for repayment, your directors decided, in view of the continued fall in exchange, to remit the whole amount to London at rates of exchange varying at that time from 92.85 to 94.15 francs to the £.

EXCHANGE PROBLEMS.

I may add that representations to the Government of Indo-China have resulted in the traffic accounts being now made payable at Saigon at the equivalent of gold francs, the proceeds being remitted direct to London by monthly sterling drafts, thus practically obviating any future loss on exchange. I have the pleasure to inform you that the duplication of our Cocos-Fremantle section, by means of a "loaded" type of cable, was successfully completed on March 15th last by the cable steamer *Colonia*. The new cable is, for the present, being utilised for traffic at only certain periods of the day, in order to allow of experiments being made towards obtaining reliable signals at its maximum speed of working. So far as these experiments have gone, I am confident that it will prove to be a valuable adjunct to our system.

In order to provide an additional means of communication between Fremantle and Adelaide, a distance of 1,676 miles, to connect with the new cable, a satisfactory agreement has been concluded with the Commonwealth Government for the lease of a fast-working land line between the points mentioned. It gives me great pleasure to state that, in this matter, the Commonwealth Government has readily co-operated with our company in the common desire to provide for the future growth of telegraphic correspondence between Australia and the Home Lands.

THE POSITION IN CHINA.

Once more I regret to inform you that the Great Northern Telegraph Company's and our negotiations with the Chinese Telegraph Administration have not progressed. As you are all aware of the state of affairs prevailing in China, it is not necessary for me to say anything further on this subject beyond the fact that owing to China's inability to meet current traffic accounts, it became necessary for the Great Northern, the Commercial Pacific Cable, and our companies to enforce weekly settlements of accounts at cable stations in China as from March 1st last. It is satisfactory to know that up to this date China has fulfilled this obligation.

I cannot conclude my address to you without again recording your directors' high appreciation of the continued efforts of all members of their staff, at home and abroad, to render good and valuable services, in which they have been eminently successful, and are justly worthy of our sincere thanks. (Applause.)

Mr. J. C. Denison-Pender (Vice-Chairman) seconded the motion, which was agreed to unanimously.

The retiring directors and the auditors were re-elected, and a hearty vote of thanks to the Chairman, directors, and staff concluded the proceedings.

GIBBET AS A BANK SIGNPOST.

EFFORTS TO PRESERVE A GRIM RELIC.

A bank which is being built in the market place of the ancient Welsh town of Ruthin will have probably the quaintest "signpost" ever known.

It is a gibbet of stout oak from which men were hanged in public for sheep stealing up to the year 1500. The bank is being built on the ruins of the old court-house, and the gibbet will be preserved over the main entrance. Men, highly skilled in the delicate work, are labouring with the care that an artist bestows on his masterpiece to weave this centuries-old relic into the masonry of the new building.

The broad oak pillar from which the gibbet buttresses out seems to be worn to breaking point at its base, but the foreman assured me that it will stand as firm as a rock for many more centuries. The gibbet itself bears grim traces of its frequent use. A deep hole is worn in the wood where the rope was fastened.

A sinister-looking dungeon where the prisoners awaited their doom will be the strong-room of the bank.

Scarcely a hundred yards from where this court-house is being made ready to lock up gold instead of men the county gaol stands gaunt and desolate with a large "To let" notice over its iron-studded doors. It was closed because the minimum number of warders required to run it far exceeded all the prisoners who could possibly be collected.

A LITTLE-KNOWN EUROPEAN SPA. THE VIRTUES OF PIESTANY MUD.

Bath, Harrogate, Dronowich and other British spas are household words, so, too, are Vichy, Aix-les-Bains, Bad Nauheim, Carlsbad and Marienbad amongst the many on the Continent. The healing properties of the mud and sulphur water of Piestany are moderately well known in several European countries, but the number of Englishmen who have made acquaintance with the curing possibilities that may be reached at this spa in Czechoslovakia is very limited. The spot is some three to four hours east-north-east of Vienna, say an hour and a-half farther on from Pressburg, which figured several times in the Great War, and is now more generally known in the country under its Slovak name of Bratislava. It is the capital of Slovakia. By the way, the names of most towns in the young republic are now designated by Czech or Slovak words, and confusion is sometimes caused by the different names. For instance, the capital city of Prague, formerly known by the name of Praha, is now called Praha, and sixty miles away from it Pilsen, which has given a world-wide name to its excellent beer, and is the locale of the great Skoda works, scarcely seems so familiar to us as Pilsen. Piestany itself has a riot of names. Its general designation in the town is as just given, but you may find any of the following—Pistany, Pistany, or Postyan, not to mention all of the different ways of nomenclature. Generally speaking, those who seek the healing qualities at this spa are rheumatic or rheumatoid and arthritic sufferers, and the number of cures that have been effected in really extreme cases constitutes a high percentage. Obstinate cases that have defied amelioration at other spas have been greatly alleviated or entirely cured at Piestany, though more than one visit may be required.

MEDICAL INSPECTION.

A few weeks ago the International Association of Medical Hydrology visited a number of European spas, and made the Baths of Piestany their final inspection. Doctors of all European nations were included, some fifty per cent. of the visiting medicals being British doctors. Their programme included visits to the baths and springs, and papers were read and discussions took place. Amongst the papers was an illustrated lecture by Dr. Paul de Ver on the history of the bath treatment from primitive times down to the present day. From this it may be learned that the name Piestany itself has a Slav derivation, its origin being from the Slovak word "piesok," which means "sand." It probably traces its name from the sandy banks of the river Waag on which it stands. The river itself is a tributary of the Danube, and it is on an island in it that the baths are situated. The first written documents of the place date from 1551, though it is evident the healing properties of the mud had been long known, probably back to Roman times. At the end of the 16th century the health resort was attacked by the Turks, when the invalids were massacred and the healthy taken into slavery. In 1670 the place was visited by an Englishman, Edward Browne, who described with unusual care the different spots where the springs appear on the surface. The first scientific appreciation accorded to the baths is contained in the work of the famous physician, Justus Torke, in 1745, but the most important development began in the era of the Chancellor of the State, Count Josef Erdody, who became the sole owner of the spa. At this time patients were in the habit of bathing in holes that they dug for themselves. These excavations became immediately filled spontaneously with hot water and mud.

In the years 1813-1821, in the closing period of Napoleonic times, the old bathing establishments, which still exist today, were erected. But up to 1890 scarcely any change was made, whether in the baths or the accommodation. A great military bathing establishment was built by the State in 1880 in order to afford the benefits of treatment to soldiers and officers of the army.

THE PRESENT MANAGERS.

In 1890 the health resort came into the hands of the present managers, Messrs. Alexander Winter and his sons, and from that time commenced the remarkable development of Piestany. The great ornament of the place, the "Therma Palace Hotel," with attached Irma Bath, was erected in 1910-1911. This bath is in direct communication with the original mud efflux. The springs do not form one continuous unit, but are spread out on a part of the bathing island. The depth from which the springs rise is calculated by geologists, on the basis of the temperature, at 2,000 metres, the water rising from primitive rock of granite and slate stone, which, coming from the great depth, decomposes the same into an exceedingly fine mud. This mud it brings to the surface. The volcanic origin of the mud explains its characteristic formation of unbound sulphur, sulphuric acid, sulphide and sulphates, radium and thorium oxyd.

On the lighter side of life at Piestany the visitor has a certain number of mild attractions. The town has a delightful park, where excellent music is discoursed during the season of May to September. There is the Kursalon for music and dancing, and there are several excursions that may be made in the vicinity—to old feudal castles dating back to the 13th and 14th centuries. There are several hotels in Piestany, but anyone considering a visit should arrange to stay at the Thermana Palace. It is on the island, and has direct connection with the latest of the baths, the Irma, so that patients have not to go into the outer air after undergoing treatment.

Finally, it may be stated that the thorough journey from London may be made via Paris and Vienna in 32 hours. Through carriage and sleeper runs from Calais to Vienna, where change of stations has to be made.

ASHORE AT CANTON. JAPANESE STEAMER ASKS FOR PROTECTION FROM PIRACY.

During Monday evening a Japanese steamer, the name of which could not be ascertained yesterday, went ashore during low water about 300 yards from the Harbour limits at Canton.

During the evening the steamer sent out frantic wireless calls asking that a British gunboat be sent to afford protection to them from the danger of piracy. However, all went well, and it was learned that the steamer succeeded in refloating again yesterday morning about nine o'clock.

NORWEGIAN BOAT ASHORE.

It was also learned yesterday that the Norwegian steamer *Larke* was ashore on the second barrier, which is about half-way to Canton. Where this steamer was bound for, or how she got ashore, is not yet known.

SHIPPING NOTES.

The departure of the Chinese cruiser *Hai Yung* for the Pratas, in connection with the inauguration of the new wireless station, has again been postponed. The *Hai Yung* originally intended to sail last Friday, but the trip was then postponed on account of weather conditions, and it was postponed again yesterday (when she was supposed to sail at 10 a.m.) for the same reason. It is not known when she will take the party to the Pratas, but she will certainly not proceed there until the present weather changes. In any case, then well around the Pratas shoal would prevent anyone landing from a small boat, which is necessary, as no steamer can go right up to the island.

The s.s. *Genbu Maru* (Japanese) arrived in Hongkong yesterday morning with a cargo of coal. It was the first call she has ever made at this port. She is a steamer of 1,037 tons and belongs to the M.B.K. line. She came from Keelung.

The master of the s.s. *Kaipan* (British) from Singapore and Bangkok, reported to the Harbour Office yesterday that on the way to Hongkong a drifting sampan was passed one mile west of Green Island. There was no one on board.

At the Marine Court yesterday, before Lieut. Commander G. F. Hoie, R.N., the master of conservancy boat No. 75167H was summoned for causing an obstruction by anchoring in the Southern Fairway. The defendant was dismissed with a caution.

The total number of deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday was 168, of which the highest individual entry was 90.

VESSELS EXPECTED.

Ganton (Swedish East Asiatic Co., Ltd.), due July 24th.
Macedonia (P. & O.), due to-morrow, about 6 a.m.
Nanking (Swedish East Asiatic Co., Ltd.), due August 12th.
Talma (B.I. & Apear), due to-morrow.

An appeal by a solicitor from a decision of the Law Society, suspending him for a year for unprofessional conduct, was dismissed in the King's Bench Division. It was alleged that he allowed a woman to swear an affidavit, knowing that the accusations in it were unfounded. It was pleaded on his behalf that he was a man of small stature and was intimidated. The Lord Chief Justice: If that argument is right, it is really perilous for a person of small stature to be a solicitor.

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong—

Address	From
Coulton, Kowloon	Amoy
Kobayashi Yokoko	Yokohama
Point	Saintchel
Mayda	Tokio
Knowles Dji	Marville
Chang Shah, Lumbar Co.	Cedraspidiowa
Matsuura	Tokio
Vialow	Hakone
Quintero-l	Panama

HONGKONG TIDE TABLE.

From July 21st to 27th, 1926.

HIGH WATER.				LOW WATER.			
Days of Week	Days of Month	H'kong Standard Time.	Height	Days of Week	Days of Month	H'kong Standard Time.	Height
Wed.	21	h. m.	ft. in.	Wed.	21	h. m.	ft. in.
		5 58	5 8			11 54	2 1
Thurs.	22	6 55	3 9	Thurs.	22	11 53	2 9
		8 19	6 8			9 24	1 4
Fri.	23	7 3	7 2	Fri.	23	10 37	2 9
		8 58	4 1			9 41	0 7
Satur.	24	7 49	7 6	Satur.	24	11 21	2 8
		9 49	4 2			8 29	0 3
Sun.	25	8 37	8 0	Sun.	25	11 28	2 8
		10 38	4 3			8 28	0 0
Mon.	26	9 27	8 1	Mon.	26	11 33	2 7
		11 26	4 4			8 46	0 1
Tues.	27	10 19	8 0	Tues.	27	11 34	2 6
						8 51	1 0

RIVER LEVELS.

Bulletin from
BOARD OF CONSERVANCY WORKS
OF KWANGTUNG.

Water levels (in English Feet) at 8 a.m.		1926	
Place of Observation	Height recorded	W.L. July 17	W.L. July 18
West River at Shingling	+41.0	0	+24.3
North River at Tungwan	+28.7	0	+5.0
North River at Samshui	+2.3	-5.0	+15.1
East River at Sheklung	+15.2	3	+0.7

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

—DRY DOCKS—

Length 787 Feet.

Length on Blocks 750 Feet.

Depth on Centre of

SUN (H.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships Up

8,000 Tons Displacement

Electric Crane at Sea Wall, Capable of

Lifting 100 Tons at 70 Feet Radius

BUTTERFIELD & SWIRE, Agents,

HONGKONG, CHINA & JAPAN.

TEL. ADDRESS: "TAIKOODOCK, HONGKONG."

TELEPHONE No. 212.

CALL FLAG: "C" OVER "ANG. PENNANT."

[61]

THE HONGKONG & WHAMPOA DOCK Co., Ltd.

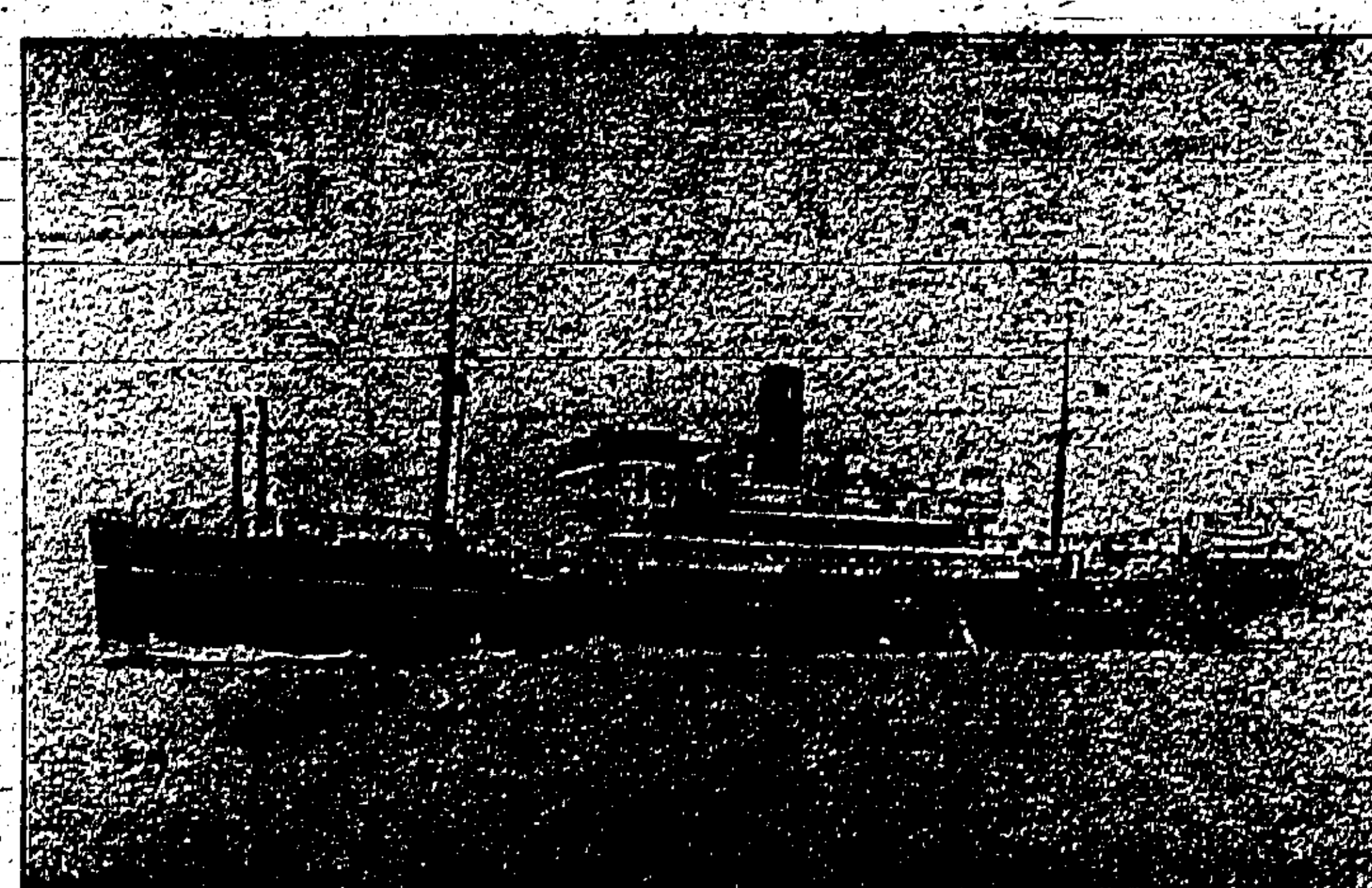
TELEGRAPHIC ADDRESS: "MANIFESTO, HONGKONG."

Codes Used AT, A.B.C. Fifth Edition; Engineering: First and Second Editions

Wear Union and Watkin's, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and

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S.S. 'CHANGTE'

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Office of THE AUSTRALIAN-ORIENTAL LINE, LTD., 10, AUSTRALIAN-HONGKONG SERVICE.

Please address enquiries to the Chief Manager.

H. M. DYER, B.Sc., M.I.N.A. Kowloon Dock, Hongkong

SHIPPING NEWS.

ARRIVALS.

July 19th.
Kwai Sang, British str., 1,435 tons, Capt. N. W. van Cortlandt, from Hongkong, with a cargo of coal, lying at buoy No. C33.—Jardine, Matheson & Co.
Van Overstraten, Dutch str., 2,537 tons, Capt. H. Schuster, from Amoy, lying at Stonecutters.—J.C.F.L.

July 20th.
Fooking, British str., 1,423 tons, Capt. W. Field Hook, from Shanghai and Foochow, with a general cargo, lying at West Point Wharf.—Jardine, Matheson & Co.

Genbu Maru, Japanese str., 1,037 tons, Capt. S. Ito, from Keelung, with a cargo of coal, lying at buoy No. B30.—M.B.K.

Honolulu Maru, Japanese str., 2,540 tons, Capt. Y. Takada, from Moji, with a general cargo, lying at Kowloon Wharf.—O.S.K.

Padua, British str., 3,075 tons, Capt. H. B. Northcote, R.N.R., from Yokohama and Keelung, with a general cargo, lying at buoy No. A6.—MacKinnon, Mackenzie & Co.

Pheampah, British str., 1,065 tons, Capt. A. Hall, from Saigon, with a general cargo, lying at buoy No. A23.—W. P. Fat Shing.

Poa Sang, Chinese str., 789 tons, Capt. Char. Kam, from Kwang Chow Wan, with a general cargo, lying at buoy No. C41.—Teen Sing Co.

Soochow, British str., 1,594 tons, Capt. Edwin Monkman, from Shanghai and Amoy, with a general cargo, lying at buoy No. B12.—B. & S.

Sui Sang, British str., 1,982 tons, Capt. A. D. Kelman, from Manila, with a general cargo, lying at buoy No. A5.—Jardine, Matheson & Co.

CLEARANCES.

July 20th.
Ando, for Saigon.
Hay Ching, for Manuk.
Huiwei, for Kobe.
Honolulu Maru, for Singapore.
Padua, for Singapore.
Sinhing, for Amoy.
Sui Yik, for She U Chung.
Sunhang, for Kwang Chow Wan.
Tui Sang, for Kwang Chow Wan.
Tuk Hing, for Nam Tau.
Wing Hong, for Singapore.

SHIPPING MOVEMENTS.

The P. & O. s.s. Kashmir will leave for Singapore, Penang, Colombo and Bombay on Friday, July 23rd, at noon.
The B. & A. s.s. Apsara will leave for this port on the afternoon of the 22nd inst., and is due here on the afternoon of the 23rd.

VESSELS IN DOCK.

The following vessels are in dock:—
Twikoo Dock:—Cubis and Heungshun.

HONGKONG SHIPPING.

Yesterday's shipping statement reflected a much improved position with regard to freight. There were four more arrivals than during the previous twenty-four hours, and there was a total increase in freight of over 17,000 tons. Hongkong cargo increased by over 4,000 tons, and freight for ports beyond by over 12,000 tons. British entries were fair.

At 9 a.m. yesterday there were 47 vessels in the harbour, of which 26 were British. During the previous twenty-four hours eleven vessels arrived, viz., six British, one American, two Japanese, one Dutch and one Chinese. The departures during the same period numbered three, viz., one American for Manila, one British for Singapore and one Dutch for Haiphong. There was one clearance, this being an American steamer for Manila.

HAMBURG AMERIKA LINIE

COMBINED FREIGHT AND PASSENGERS SERVICE.
CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONGKONG TO GENOA—£73. 0s. 0d.

SAILINGS FOR SHANGHAI AND JAPAN.

M.V. "MUNSTERLAND" ... due here on or about 3rd August
S.S. "OLDENBURG" ... due here on or about 31st August

SAILINGS FOR EUROPE

M.V. "VOGTLAND" ... sailing from here on or about 8th August

For freight, passage and further particulars please apply to

JEBSEN & CO.

12, PEDDER STREET.

TEL. C. 2225.

ADMIRAL ORIENTAL LINE

FREIGHT AND PASSENGERS.

THE NEW FAST AMERICAN STEAMERS

FOR VICTORIA AND SEATTLE

SHANGHAI—KOBE—YOKOHAMA

"PRESIDENT MADISON" ... July 27th
"PRESIDENT JACKSON" ... Aug. 8th

TO EUROPE—£120—£112

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

FOR MANILA

"PRESIDENT JACKSON" ... July 31st
"PRESIDENT MCKINLEY" ... Aug. 12th

Hongkong and Shanghai Bank Building.

Telephones: Central 2477, 2478 & 785.

CARGO ENTERED.

(During the 24 hours ended at 9 a.m. yesterday).

For Hongkong ... 9,555 tons.
For ports beyond ... 17,432 "

Total ... 27,987 "

(During the previous 24 hours ended at 9 a.m. on Monday).

For Hongkong ... 5,555 tons.
For ports beyond ... 4,563 "

Total ... 10,118 "

Of the cargo for Hongkong, four British vessels brought 4,513 tons, of which 3,214 tons of coal was in one steamer. Vessels of other nationalities brought 5,342 tons, of which one vessel brought 2,372 tons and another 1,523 tons. With regard to freight for ports beyond, three British vessels carried 4,168 tons, one steamer having 3,800 tons. Three vessels, under other flags, carried 13,284 tons between them, the respective entries being 3,226 tons, 4,324 tons, and 5,714 tons.

The arrivals during the twenty-four hours ended at 9 a.m. yesterday were as under:

Empress of Russia (British) from Manila with a nil entry and mail.

Padua (British) from Yokohama, and Keelung with ten tons of miscellaneous cargo and 3,900 tons for ports beyond.

Kalgan (British) from Singapore and Bangkok with 903 tons of general cargo, mail and 71 tons for ports beyond.

Liangchow (British) from Haiphong and Shanghai with a nil entry.

Sui Sang (British) from Cebu and Manila with 386 tons of sugar and general cargo, mail and 297 tons of similar cargo for ports beyond.

Kwai Sang (British) from Hongkong with 3,214 tons of coal.

President Harrison (American) from New York and Shanghai with 1,523 tons of general cargo, mail and 3,226 tons for ports beyond.

Hei Mei Maru (Japanese) from Bombay and Singapore with 133 tons of general cargo, mail and 3,714 tons for ports beyond.

Honolulu Maru (Japanese) from Yokohama and Moji with 914 tons of safety, special and general cargo, mail and 4,324 tons for ports beyond.

Umb (Dutch) from Miri with 2,372 tons of general cargo.

Poa Sang (British) from Kwang Chow Wan with 400 tons of general cargo.

Later arrivals yesterday, too late for inclusion in the above returns, were as under:

Genbu Maru (Japanese) from Keelung with 2,610 tons of coal.

Sonchow (British) from Shanghai and Amoy.

Pheampah (British) from Saigon with 1,700 tons of rice and general cargo.

Fou Shing (British) from Shanghai and Foochow with 1,025 tons of general cargo and mail.

Tan Cloon (Dutch) from Amoy with a nil entry for Hongkong, mail and 260 tons of cargo for ports beyond.

SUNRISE AND SUNSET IN HONGKONG.

FOR JULY, 1926

(STANDARD TIME OF THE 120TH MERIDIAN).

Date	Sunrise	Sunset
July 21st	5.50 a.m.	7.09 p.m.
" 22nd	5.50 "	7.09 "
" 23rd	5.51 "	7.08 "
" 24th	5.51 "	7.08 "
" 25th	5.51 "	7.07 "
" 26th	5.52 "	7.07 "
" 27th	5.52 "	7.06 "
" 28th	5.52 "	7.06 "
" 29th	5.53 "	7.06 "
" 30th	5.53 "	7.05 "
" 31st	5.54 "	7.05 "

CANADIAN PACIFIC

EMPRESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC

17 Days from Hongkong to Vancouver.

LARGEST AND FASTEST STEAMSHIPS.

Special FARES to EUROPE

£120 £112 £83

VICTORIA AND VANCOUVER

via SHANGHAI and JAPAN PORTS.

STEARERS	H'kong	Shanghai	Kobe	Yokohama	Vancouver
EMPRESS OF RUSSIA	July 22	July 25	July 28	July 31	Aug. 3
EMPRESS OF ASIA	Aug. 19	Aug. 22	Aug. 25	Aug. 28	Sept. 6
EMPRESS OF CANADA	Sept. 8	Sept. 11	Sept. 14	Sept. 17	Sept. 20
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 1
EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	Oct. 22	Oct. 25	Oct. 28	Oct. 31	Nov. 15
EMPRESS OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Aug. 11	Aug. 13	Aug. 14	Aug. 16
Aug. 25	Aug. 27	Aug. 28	Aug. 30

Passenger Department: Tel. C. 752. Cables: GACANFAC.
Freight and Express: Tel. C. 42. Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TAITO MARU ... Tuesday, 27th July, at Noon
TENYO MARU ... Monday, 26th Aug., at Noon
KOROKI MARU ... Tuesday, 27th Aug., at Noon
SHIRYO MARU ... Tuesday, 7th Sept., at Noon

SOUTH AMERICA via Japan, Honolulu, San Francisco; Los Angeles, Mexico and Panama.

GINYO MARU ... Wednesday, 25th Aug., at Noon
ANYO MARU ... Tuesday, 12th Oct.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports

HAKEONE MARU ... Saturday, 31st July
TOWA MARU ... Saturday, 14th Aug.
SUSEIMI MARU ... Saturday, 28th Aug.
HAKOZAKI MARU ... Saturday, 11th Sept.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 21st July, at 11 a.m.
MISHIMA MARU ... Wednesday, 18th Aug., at 11 a.m.
TANGO MARU ... Wednesday, 22nd Sept., at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

CALCUTTA MARU ... Friday, 6th Aug.
BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

HAKATA MARU ... Friday, 6th Aug.

BOMBAY via Singapore, Penang & Colombo.

TOTORI MARU ... Thursday, 29th July

CALCUTTA via Singapore, Penang & Rangoon.

MOBIOKA MARU ... Thursday, 22nd July

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Saturday, 21st Aug.

SHANGHAI, KOBE & YOKOHAMA.

LIMA MARU ... Thursday, 22nd July

GENOA MARU ... Thursday, 22nd July

CEYLON MARU ... Friday, 23rd July

HAKOZAKI MARU ... Monday, 26th July

SADO MARU ... Wednesday, 28th July

For further information, apply to—

NIPPON YUSEN KAISHA

Telephone: Central No. 292 (Private exchanges to all Depts.).

M. M. MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at H'kong, and Sailing for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
PAUL LECAT ... A	18th June, 1926	21st July, 1926	2nd Aug., 1926.
GENERAL METZINGER ... A	18th July, "	17th Aug. "	14th Sept. "
AMAZON ... B	30th July, "	31st Aug. "	28th Sept. "
ANGERS ... B	13th Aug. "	14th Sep. "	12th Oct. "

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).
A CLASS 1st Class ... £ 99. 0d. Od. B CLASS 1st Class ... £ 85. 0d. Od.
STEWARDS 2nd ... £ 70. 0d. Od. STEWARDS 2nd ... £ 61. 0d. Od.

Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (CLASCO BOATS).

c.s. "CAPITAINE FAURE" from DUNKER, LONDON & HAVRE is due to arrive on the 21st July.

Sailings subject to alteration without notice.

For full Particulars, apply to—
MESSAGERIES MARITIMES CO.
Telephone: Central 740. 3, QUEEN'S BUILDING

CONSIGNATION—TRAVEL—REPRESENTATION.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

SHANGHAI	"YATSHING"	Wednesday, 21st July, at Noon.
HAIPHONG	"CHAKSANG"	Thursday, 22nd July, at 9 a.m.
STRAITS & CALOUTTA	"LAISANG"	Thursday, 22nd July, at 3 p.m.
SHANGHAI	"SUISANG"	Friday, 23rd July, at 6 a.m.
SANDAKAN	"KINGSANG"	Friday, 23rd July, at 2 p.m.
HAIPHONG	"KINGSANG"	Saturday, 24th July, at 8 a.m.
MANILA, CEBU & ILOILO	"YUENSANG"	Saturday, 24th July, at Noon.
SHANGHAI	"FOOSHING"	Sunday, 25th July, at 7 a.m.
TSINGTAU via SHANGHAI	"KWONGSANG"	Wednesday, 25th July, at Noon.
KOBE via SHANGHAI & YOKOHAMA	"KUMSANG"	Thursday, 26th July, at 7 a.m.
HAIPHONG	"LEESANG"	Thursday, 26th July, at 8 a.m.
TIENTSIN	"CHONGSHING"	Thursday, 26th July, at Noon.
KOBE via MUJI	"FOOKSANG"	Sunday, 1st Aug., at 7 a.m.
STRAITS & CALOUTTA	"HOSANG"	Tuesday, 3rd Aug., at 8 p.m.
TSINGTAU via SHANGHAI	"HOPSANG"	Wednesday, 4th Aug., at Noon.
KOBE via MUJI	"NAMSANG"	Saturday, 7th Aug., at 7 a.m.
TIENTSIN	"CHIPSING"	Tuesday, 10th Aug., at Noon.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong
"GLENITEER"	... 23rd July.
"GLENOCLE"	... 5th Aug.
"GLENAMORY"	... 24th "
"GLENHARRY"	... 2nd Sept.
"GLENAPP"	... 16th "

HOMEWARDS.

Vessel	Discharges	Leaves H'kong
"CARNARVONSHIRE"	p.m. 22nd July	London, Rotterdam & Hamburg via Oran.
"PEMBROKESHIRE"	... 25th Aug.	London, Rotterdam & Hamburg via Oran.

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.

THE GLEN LINE, LTD., AGENTS.

Telephones, Central No. 215 sub-ex. 23, and Central 3938.

NORDEUTSCHER LLOYD, BREMEN.

FAB EASTERN PASSENGER

AND FREIGHT SERVICE.



Cabin class £73. 4s. 0d.
Intermediate class £48. 2s. 0d. To GENOA.

NEXT SAILINGS:

STEAMERS:	ARRIVAL AT HONGKONG AND SAILINGS FOR:	SAILINGS FROM HONGKONG TO:
*ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS.	SHANGHAI AND JAPAN.	GENOA, MARSEILLES, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BELLAIR, COLOMBO AND PORT SAID.
"FRANKEN" ... "FULDA" ... "KOEIGSBERG" ... "TRIEN" ... "SAARBRUECKEN" ... "COBLENZ" ... "YORK" ... "FULDA" ... "DERFFLINGER"	14th August, 1926 11th September, " 9th October, " 13th November, " 11th December, " 4th January, 1927 20th December, " 27th January, 1927.	About 6th of August, 1926. 22nd August, " 18th October, " 13th November, " 11th December, " 9th January, 1927. 6th February, " 8th March, "

*Will call at Trieste and Venice instead of Genoa and Marseilles.

For Freight and Passage, please apply to—

MELCHERS & CO.,

Telephone C. 4557.

2, Queen's Building, Chater Road.

Agents, HONGKONG.

JAVA-CHINA-JAPAN-LIJN.



Yok Building Hongkong
Tel. Address: JAVALYN
Tel. Central 1374.

REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TIJMANOEK	JAVA & M'KERR.	In Port 25th July	23rd July	AMOT, SHANGHAI & DALNY
TIJSDARIE	BATAVIA	26th "	23rd "	SHANGHAI
TIJSDARIE	SHANGHAI	26th "	23rd "	BATAVIA
TIJIKINI	DALNY & AMOT	4th Aug.	6th Aug.	M'KASSER & SOERABAYA
TIJIKEMBAR	BATAVIA	8th "	11th "	SHANGHAI
TIJSDARIE	SHANGHAI	8th "	12th "	BATAVIA
TIJMANOEK	NORTH CHINA & AMOT	15th "	20th "	BATAVIA
TIJIKANDI	JAPAN	22nd "	24th "	BATAVIA

Wireless Telegraphy.
The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK BOSTON & BALTIMORE**AMERICAN & MANCHURIAN LINE**

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

"CITY OF BEDFORD" ... Via Suez Canal ... 30th July.
 "MALVERNIAN" ... Via Suez Canal ... 13th August.

BOSTON & NEW YORK**AMERICAN & ORIENTAL LINE**

(ANDREW WILK & CO., LONDON.)

Sailings from Hongkong:
 M.V. "WHIRLWIND" ... via Suez Canal ... 30th July.

UNITED KINGDOM & CONTINENT**"ELLERMAN" LINE**

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SS "ROMEO" ... Marseilles, London, Havre & Hamburg ...
 From Hongkong, 23rd July.

FARES TO LONDON "A" 1st Class £88, 2nd Class £60.
 "B" 1st Class £50, 2nd Class £25.

MAURITIUS & SOUTH AFRICA**ORIENTAL-AFRICAN LINE**

STEAMER From Hongkong July/August.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Ohinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTAL-EAST INDIES LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.

Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791.

PRINCE LINE**IMPROVED SERVICE****FAST MOTOR VESSELS**

BY

BOSTON**NEW YORK****PHILADELPHIA**

M.V. "JAPANESE PRINCE" ... Leave Hongkong 29th July

M.V. "CHINESE PRINCE" ... 7th September

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furnprince.

King's Building.

[19]

**KONINKLYKE PAKETVAART
MAATSCHAPPY.**

(ROYAL PACKET NAVIGATION CO. ON BATAVIA.)

THE STEAMSHIP

"VAN OVERSTRATEN"

Due to sail to SINGAPORE, BELAWAN, DELI and
 PENANG, on the 22nd July, at Noon.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.
 English cuisine. Wireless telegraph.

1st-Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service
 to all destinations in the Netherlands East Indies and Australia.

Agents—

JAVA-CHINA-JAPAN-LIJN

Telephone 1574.

YORK BUILDING, CROSS ROAD.

**P. & O. British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND.)

**MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR**

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,
 CONSTANTINOPLE, GREECE, LEVANTINE PORTS,
 EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY**DIRECT ROYAL MAIL STEAMERS.**

(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"KASHMIR"	8,985	23rd July, Noon.	Singapore, Penang, Colombo and Bombay.
"RANPURA"	16,585	24th July, Noon	Marseilles and London.
"DELTA"	8,097	7th Aug.	Marseilles, London, and Antwerp.
"MACEDONIA"	11,089	21st Aug.	Marseilles and London.
"KALYAN"	9,144	4th Sept.	Marseilles, London & Antwerp.
"NAGPORE"	9,283	10th Sept.	Marseilles, London & Antwerp.
"MALWA"	10,941	18th Sept.	Marseilles, London & Antwerp.
"KASHGAR"	9,205	2nd Oct.	Marseilles, London & Antwerp.
"MOBEA"	10,918	16th Oct.	Marseilles, London & Antwerp.
"KHYBER"	9,114	30th Oct.	Marseilles, London & Antwerp.
"MANTUA"	10,902	13th Nov.	Marseilles, London & Antwerp.
"KARMALA"	9,128	27th Nov.	Marseilles, London & Antwerp.
"MACEDONIA"	11,089	11th Dec.	Marseilles, London & Antwerp.
"DELTA"	8,097	25th Dec.	Marseilles, London & Antwerp.
"MALWA"	10,941	8th Jan.	Marseilles, London & Antwerp.
"KALYAN"	9,144	22nd Jan.	Marseilles, London & Antwerp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"TALAMEA"	8,018	25th July	Singapore, Penang and Calcutta.
"SHIBALA"	7,841	7th Aug.	do.
"TALMA"	10,000	10th Aug.	do.
"TAKADA"	8,949	27th Aug.	do.
"SANTHA"	7,754	14th Sept.	do.
"TILAWA"	10,005	11th Sept.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

Steamship	Tons	From Hongkong (about)	Destination
"TANDA"	8,956	27th August	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST ALBANS"	4,500	1st Oct.	do.
"ARAFURA"	6,000	29th Oct.	do.

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hongkong, Cebu, Kolambagan, Tawau, Timor, Durban, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
 The P. & O. Royal Mail Steamers to London via Suez Canal.
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"MACEDONIA"	11,089	23rd July, 10 a.m.	Shanghai, Moji & Kobe.
"TALMA"	10,000	24th July, 8 a.m.	Amoy, Moji and Kobe.
"NAGPORE"	9,283	2nd Aug.	Shanghai, Moji and Kobe.
"TANDA"	8,956	3rd Aug.	Moji, Kobe, Osaka and Yokohama.
"KALYAN"	9,144	5th Aug.	Shanghai, Moji and Kobe.
"TAKADA"	8,949	8th Aug.	Shanghai, Moji and Kobe.
"SANTHA"	7,754	15th Aug.	Shanghai, Moji and Kobe.
"MALWA"	10,941	18th Aug.	Shanghai, Moji and Kobe.
"TILAWA"	10,005	20th Aug.	Shanghai, Moji and Kobe.
"TALAMEA"	8,018	3rd Sept.	Shanghai, Moji and Kobe.
"KASHGAR"	9,205	3rd Sept.	Shanghai, Moji and Kobe.
"ST ALBANS"	4,500	7th Sept.	Moji, Kobe, Osaka and Yokohama.
"SHIBALA"	7,841	13th Sept.	Shanghai, Moji and Kobe.
"MOBEA"	10,918	16th Sept.	Shanghai, Moji and Kobe.
"KHYBER"	9,114	1st Oct.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th Oct.	Moji, Kobe, Osaka and Yokohama.
"MANTUA"	10,902	18th Oct.	Shanghai, Moji and Kobe.
"KARMALA"	9,128	29th Oct.	Shanghai, Moji and Kobe.
"DEVANHA"	8,155	30th Oct.	Moji, Kobe, Osaka and Yokohama.
"TANDA"	8,956	2nd Nov.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,089	13th Nov.	Shanghai, Moji and Kobe.
"DELTA"	8,097	27th Nov.	Moji, Kobe, Osaka and Yokohama.
"ST ALBANS"	4,500	7th Dec.	Shanghai, Moji and Kobe.
"MALWA"	10,941	10th Dec.	Shanghai, Moji and Kobe.
"KALYAN"	9,144	24th Dec.	Moji, Kobe, Osaka and Yokohama.
"ARAFURA"	6,000	4th Jan.	do.

All dates are approximate and subject to alteration without notice.
 WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
 Passengers for Bangkok must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
 All cabins are fitted with Electric Fans free of charge.
 Steamers on London and Australian Lines are fitted with Laundries.
 Parcels measuring not more than 3 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
 For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
 P. & O. Building, Connaught Road Central, HONGKONG. Agents. [1]

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

AMOY & FOOCHEW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG ... Capt. Ellis Walker ... Thursday, 22nd July, at 10 a.m.

Arrivals and Departures from the Company's Wharf (near Black Flag)
 Round Trip Tickets will be issued from Hongkong to Amoy (Paragon)
 and return by the same steamer by the "HAIPHONG", "HAIPHONG"
 and "HAIPHONG" at the Reduced Rate of \$30.00 including Meals while the
 steamer is in Port.
 For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.

General Managers.

CHINA NAVIGATION CO.,

LIMITED.

SWATOW & SHANGHAI	"SOOCHOW"	On 22nd July, 8 p.m.
AMOY & SINGAPORE	"KALGAN"	On 23rd July, 6 a.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 23rd July, 4 p.m.
SHANGHAI & TSINGTAO	"TIAN"	On 24th July, 6 a.m.
SHANGHAI	"SUITANG"	On 25th July, 6 a.m.
AMOY & SHANGHAI	"SZOCHUEN"	On 27th July, 6 a.m.
AMOY & SINGAPORE	"ANHUI"	On 27th July, 6 a.m.
RANGKOK	"KIUNGCHOW"	On 27th July, 6 p.m.
SHANGHAI	"SENNING"	On 29th July, 6 a.m.
HOIHOW & HAIPHONG	"TEAN"	On 29th July, 10 a.m.
SHANGHAI & TSINGTAO	"CHENAN"	On 31st July, 6 a.m.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone CENTRAL 35.

Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4]

AUSTRALIAN-ORIENTAL LINE, LTD.**"CHANGTE" & "TAIPING"**

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
 EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due HONGKONG ON OR ABOUT	SAILING HONGKONG ON OR ABOUT
TAIPING	In Port	23rd July, Noon
CHANGTE	13th August	18th August
TAIPING	13th September	17th September
CHANGTE	11th October	16th October

For Freight and Passage Apply to—**BUTTERFIELD & SWIRE.**
 Agents. Telephone: CENTRAL 35. [5]

DODWELL & CO., LTD.**NEW YORK BERTH.**

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND

DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hongkong.

S.S. "ROSANDRA" ... Sails on or about 5th August.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hongkong.

S.S. "VANESIA" ... Sails on or about 5th August.

S.S. "ROSANDRA" ... Sails on or about 31st August.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... Sails from Calcutta on or about 31st July via

Rangoon and Colombo.

S.S. "UMVELOSI" ... Sails from Calcutta about 31st August.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage of any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030.

Agents.

[17]

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"CITY OF BEDFORD"	... Via Suez Canal	30th July.
"MALVERNIAN"	... Via Suez Canal	13th August.
"DOLUS"	... Via Suez Canal	27th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to charge without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE or **THE BANK LINE LTD.** HONGKONG.
HONGKONG AND CANTON. **JARDINE MATHESON & CO. LTD.** CANTON.
 [21]

POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

WIRELESS SERVICE between Hongkong and Canton resumed.

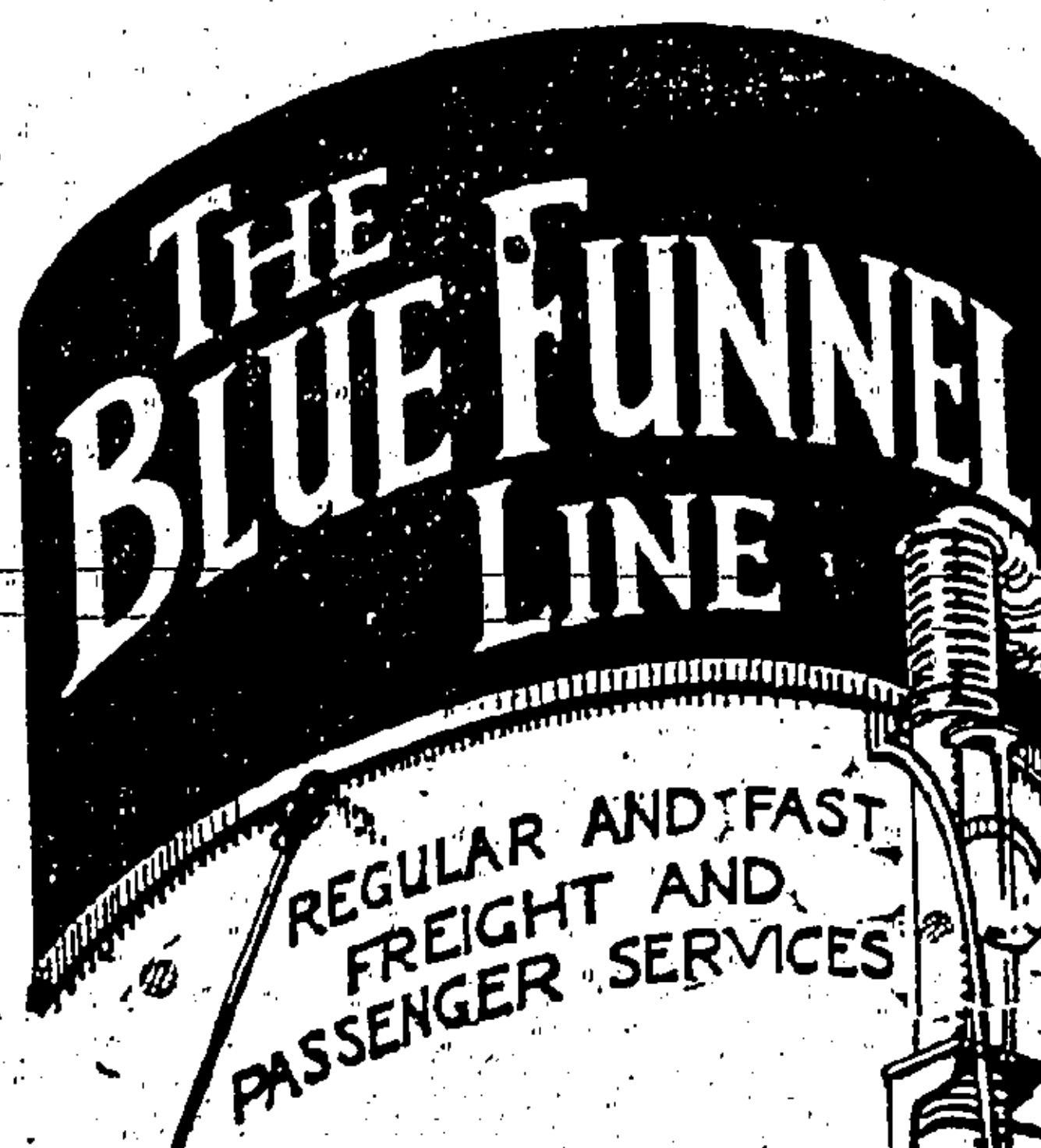
INWARD MAILS.

FROM	PER	DATE
SAIGON	General Meeting	21st July.
HONGKONG, JAPAN, SHANGHAI & EUROPE via SIBERIA	Taiyo Maru	21st July.
U.S.A., HONGKONG, JAPAN & SHANGHAI via SUEZ (letters & papers, London, 24th June, & parcels 17th June)	Pres. Wilson	22nd July.
MACEDONIA	Tatma	22nd July.

OUTWARD MAILS.

FOR	PER	DATE
Manila, Australia & New Zealand via Thursday Island—due Thursday	Ati Maru	Wednesday, 21st, 8.45 A.M.
Islands, 2nd Aug.	Letters	9.30 A.M.
Straits & Calcutta	Letters	Noon
Shanghai & EUROPE via Siberia (letters & postcards specially superscribed "via Siberia" only)	General Meeting	1.30 P.M.
Haiphong	Mingsang	5.00 P.M.
Manila, Australia & New Zealand via Thursday Island—due Thursday, 1st Aug.	Taiyo Maru	22nd, 9.45 A.M.
Amoy & Fochow	—	Thursday, 22nd, 9.00 A.M.
Shanghai, Japan, Canada, U.S.A., C.S. & America & EUROPE via YAN COUVER, B.C.—due Vancouver, B.C., 9th August	Emp. of Russia	9.00 A.M.
Straits	Van Oosterstraet	9.15 A.M.
Bandakan	—	10.00 A.M.
Swatow	—	12.30 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa	Socoon	1.30 P.M.
Haiphong	Asahimaru	2.30 P.M.
Amoy	—	5.00 P.M.
Manila	—	5.00 P.M.
Wei Hai Wei	—	5.00 P.M.
Shanghai	—	5.00 P.M.
Straits, Ceylon, India, Mauritius, L. Marques, E. & S. Africa, Aden Egypt & EUROPE via Marseilles—due Marseilles, 20th August	Ranpura	5.00 P.M.
Shanghai & EUROPE via Siberia (letters & postcards specially superscribed "via Siberia" only)	Suiyang	Saturday, 24th, 5.00 P.M.
Bangkok	—	Monday, 26th, 4.00 P.M.
Amoy	—	5.00 P.M.
Shanghai	—	Tuesday, 27th, 5.00 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 25th Aug.	Hector	Wednesday, 28th, 9.45 P.M.
Shanghai	—	10.30 A.M.
Haiphong	—	10.30 A.M.

*Correspondence bearing vessel's name only.



LONDON SERVICE.

"HECTOR" 28th July, Mars, L'don, B'dam & Glasgow.
"APOLLO" 10th Aug. Mars, L'don, B'dam & Hamburg.
"ASPHALION" 24th Aug. Mars, L'don, B'dam & Hamburg.
"BARFEDON" 8th Sept. Mars, L'don, B'dam & Glasgow.

LIVERPOOL SERVICE.

"YANGTSE" 22nd July, Genoa, Havre, Liverp. & Glas.
"EURYADES" 20th Aug. Genoa, Havre, Liverp. & Glas.
"TELEMOCHUS" 25th Sept. Genoa, Havre, Liverp. & Glas.

PACIFIC SERVICE.

(via KORE & YOKOHAMA)
"TYNDAREUS" 7th Aug. Victoria, Vancouver & Seattle.
"PROTEUS" 26th Aug. Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"DEUQUALLON" 27th Aug. New York, Boston & Baltimore.
"ANTIOCHUS" 10th Sept. New York, Boston & Baltimore.

PASSENGER SERVICE.

"HECTOR" 28th July, Singapore, Marseilles & London.
"BARFEDON" 8th Sept. Singapore, Marseilles & London.
"PATROCLUS" 23rd Oct. Singapore, Marseilles & London.
"ANTIOCHUS" 17th Nov. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight and passage rates and information apply to—

Butterfield & Swire,
Agents.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$50,000,000
Issued and Fully Paid up \$50,000,000
Reserve Funds:—
Sterling \$4,500,000
Silver \$57,000,000

Reserve Liability of Proprietors \$20,000,000

HEAD OFFICE: HONGKONG.

COURT OF DIRECTORS:
Hon. Mr. D. Q. M. BERNARD,
Chairman.

Hon. Mr. A. O. LANG,
Deputy Chairman.

W. H. Bell, Esq., J. A. Plummer, Esq.,
A. H. Compton, Esq., T. G. Weill, Esq.,
W. L. Patterson, Esq., H. P. White, Esq.,
G. M. Young, Esq.,
Chief Manager:
A. H. BARLOW, Esq.

BRANCHES:—
Amoy, Hongkong, Penang,
Bangkok, Ipoh, Rangoon,
Batavia, Johore, Saigon,
Bombay, Calcutta, San Francisco,
Canton, Kobe, Shanghai,
Chefoo, Kailash, Singapore,
Colon, Lyons, Sourabaya,
Dairen, Malacca, Tientsin,
Fochow, Manila, Yokohama,
Haiphong, Nagasaki, Tokyo,
Hankow, New York, Tientsin,
Harbin, Peking, Yokohama.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and Sterling on terms which will be quoted on application.

Hongkong, 27th May, 1926. [25]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. H. BARLOW,
Chief Manager.

Hongkong, 27th May, 1926. [9]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £20,000,000
Reserve Fund £24,000,000
Reserve Liability of Proprietors £23,000,000

FOREIGN EXCHANGES and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hongkong, April 18th, 1925. [30]

BANQUE DE L'INDO-CHINE.

HEAD OFFICE: 96, Boulevard Haussmann, Paris.

Subscribed Capital Frs. 72,000,000.00
Paid-up Capital Frs. 68,400,000.00
Reserve Fund Frs. 59,887,283.84

BRANCHES:—
Bangkok, Hanoi, Pondicherry,
Batavia, Hongkong, Saigon,
Canton, Kowloon, Shanghai,
Dairen, Nanking, Singapore,
Fort-Bayard, Peking, Tientsin,
Haiphong, Peking, Tientsin,
Hankow, Pnom-Penh, Yunnanfou.

BANKERS:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

In New York: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to rates and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

A. LECOT,
Manager.

Hongkong, 20th March, 1924. [32]

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: HONGKONG, 10, Des Voeux Road Central.

AUTHORIZED CAPITAL \$10,000,000
PAID-UP CAPITAL \$5,000,000
RESERVE FUND \$1,200,000

BRANCHES AND AGENCIES:
Canton, Osaka, Haiphong,
London, Singapore, Manila,
Nagasaki, Melbourne, Kowloon,
Saigon, Calcutta, New York,
Tientsin, Hankow, Kobe,
Manila, San Francisco, Peking,
Bombay, Taipeh, Bangkok,
Shanghai, Tokyo, Sourabaya,
Paris, Penang, Semarang,
Colon.

Correspondents in all principal cities of the world.

Every description of Banking and Exchange business transacted.

Loans granted on approved securities.

SAVINGS DEPOSIT BOXES To Let.

KAN YONG FO,
Chief Manager.

Hongkong, 22nd May, 1926.

COMMERCIAL.

OPENING QUOTATIONS.

July 20th, 1926.

On LONDON:—
Telegraphic Transfer ... 3/2 1/2
Bank Bills, on demand ... 3/2 9/16
Bank Bills, at 30 days sight ... —
Bank Bills, at 4 months sight ... —

On NEW YORK:—
Telegraphic Transfer ... 14 1/2
Bank Bills, on demand ... 14 1/2
Bank Bills, at 30 days sight ... 14 1/2
Bank Bills, at 4 months sight ... 14 1/2

On CALCUTTA:—
Telegraphic Transfer ... 14 1/2
Bank Bills, on demand ... 14 1/2
Bank Bills, at 30 days sight ... 14 1/2
Bank Bills, at 4 months sight ... 14 1/2

On SHANGHAI:—
Bank Bills, on demand ... 2,350 nom.
Credit, 4 months sight ... —

On HONGKONG:—
Bank Bills, on demand ... 55 1/2
Credit, at 30 days sight ... 55 1/2

On SINGAPORE:—
Telegraphic Transfer ... 14 1/2
Bank Bills, on demand ... 14 1/2
Bank Bills, at 30 days sight ... 14 1/2
Bank Bills, at 4 months sight ... 14 1/2

On BATAVIA:—
Bank Bills, on demand ... 13 1/2
Credit, 4 months sight ... 13 1/2

On SOERABAYA:—
Bank Bills, on demand ... 13 1/2
Credit, 4 months sight ... 13 1/2

On SURABAYA:—
Bank Bills, on demand ... 13 1/2
Credit, 4 months sight ... 13 1/2

On SINGAPORE:—
Bank Bills, on demand ... 13 1/2
Credit, 4 months sight ... 13 1/2

On SINGAPORE:—
Bank Bills, on demand ... 13 1/2
Credit, 4 months sight ... 13 1/2

On SINGAPORE:—
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On SINGAPORE:—
Bank Bills, on demand ... 13 1/2
Credit, 4 months sight ... 13 1/2

THE BANK OF CHINA.

行銀國中

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

HEAD OFFICE: PEKING.

Hongkong Branch:—4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America and other parts of the world.

London Bankers:—THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.

New York Bankers:—THE EQUITY TRUST CO., THE IRVING BANK, COLUMBIA TRUST CO.

Every description of Banking and Exchange Business transacted.

Correspondents throughout the World.

A. ROLLIN,
Manager.

Hongkong, 2nd December, 1925.

THE BANK OF TAIWAN, LTD.

(TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed Yen 45,000,000
Capital (Paid-up) Yen 28,375,000

HEAD OFFICE:—TAIPEI, FORMOSA.

BRANCHES:—
JAPAN: Tokyo, Yokohama, Kobe, Osaka.

FORMOSA:—Giran, Kagi, Karsung, Keelung, Makong, Nanto, Shichiku, Taichu, Tainan, Takao, Tamsui, Tuen, Heito, Taio.

CHINA:—Shanghai, Hankow, Amoy, Fochow, Swatow, Canton.

OTHERS:—Hongkong, Singapore, Sourabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

THE Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippines, Islands, Java, Africa, etc.

Interest allowed on Current Accounts, and Fixed Deposits at Rates which will be quoted on application.

T. TAKAGI,
Manager.

HONGKONG BRANCH,
3, Des Voeux Road, Central,
Hongkong, 11th May, 1926. [27]

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).

Established 1824.

Hongkong Branch established 1903.

Authorized Capital Guilders 150,000,000
(£12,500,000)

Paid-up Capital 80,000,000
(£6,400,000)

Reserve Fund 20,538,981
(£1,711,405)

Special Reserves 22,660,000
(£1,888,330)

HEAD OFFICE:—AMSTERDAM.

Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandong, Bombay, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Kotsu-Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Sourabaya, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.

LONDON BANKERS:—NATIONAL PROVINCIAL BANK, LTD.

Correspondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

J. C. MAASSEN,
Acting Manager.

34]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid up Yen 100,000,000

Reserve Fund Yen 86,500,000